

FLIGHT

The
AIRCRAFT
ENGINEER
&
AIRSHIPS

First Aero Weekly in the World.

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

OFFICIAL ORGAN OF THE ROYAL AERO CLUB OF THE UNITED KINGDOM

No. 810. (No. 27, Vol. XVI.)

JULY 3, 1924

[Weekly, Price 6d.
Post free, 7d.]

Flight

The Aircraft Engineer and Airships

Editorial Offices: 36, GREAT QUEEN STREET, KINGSWAY, W.C. 2

Telegrams: Truditur, Westcent, London. Telephone: Gerrard 1828

Annual Subscription Rates, Post Free:

United Kingdom .. 30s. 4d. Abroad .. 33s. 0d.*

These rates are subject to any alteration found necessary under abnormal conditions and to increases in postage rates

* European subscriptions must be remitted in British currency

CONTENTS

	PAGE
Editorial Comment	
The R.A.F. Pageant	417
The Grosvenor Cup	418
The R.A.F. Aerial Pageant	419
Royal Aero Club Official Notices	425
Prince of Wales Visits Supermarine Aviation Works	426
Progress in the Big Flights	428
Britannia Trophy	428
Independent Force, R.A.F.	429
Personals	430
Air Ministry Notices	430
Royal Air Force	431
R.A.F. Intelligence	431
In Parliament	431
Air Post Stamps	432
Sidewind	432

EDITORIAL COMMENT.



PERFECT weather, perfect organisation, and perfect flying marked the fifth Royal Air Force Aerial Pageant, which was held at Hendon Aerodrome on Saturday of last week, and we are pleased to be able to record once again the fact that, in spite of the apparently hazardous nature of some of the events, everything went off without an accident or mishap of any kind. That five aerial displays of such magnitude should have been held without any untoward incident is a matter for congratulation, and reflects the greatest credit on those responsible for the organisation, no less than on the officers actually taking part in the flying demonstrations. As we have repeatedly pointed out in these columns, the Air Force pageants have established a reputation for excellent organisation, and last Saturday's display was no exception to the rule. Every event was run off to time with clockwork regularity, and the only fault that could possibly be found—and one would have to be super-critical to bother about it—was that in one or two cases there was, perhaps, an unnecessarily long delay between events, certain of the demonstrations taking, apparently, rather shorter time than was expected. However, that is really a matter of little consequence, and taking it as a whole the 1924 Pageant was a worthy successor to the four that have preceded it.

As regards the programme itself, this is fully dealt with elsewhere, and we do not propose to dwell upon it here, except to make one or two comments. Broadly, one may divide the items into two classes: the spectacular and the directly useful. By this we do not in any way intend to convey the idea that the spectacular are not useful, but merely that their usefulness is incidental rather than a primary consideration. On the spectacular side the "torpedoing" of the armed merchant raider was the *pièce de résistance*, and as a spectacle it was undoubtedly one of the finest ever staged in this country: certainly the best the R.A.F. has ever done. Incidentally, to

DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

1924

- July 24–Aug. 10 Tour de France for Light 'Planes
- Aug. 4 Aerial Derby at Lympne
- „ 4 Holiday Light Aeroplane Handicap at Lympne
- „ 12 King's Cup Race
- Sept. 8–13 Light 'Plane Competitions at Lympne
- Oct. 2 Aero Golfing Society. Autumn Meeting, at Moor Park Golf Club, for A.G.S. Challenge Cup presented by Cellon (Richmond) Ltd.
- October Schneider Cup Race, Baltimore, U.S.A.

those appreciating the finer points of the "game" (and with sufficient imagination to overlook the fact that the torpedoes "bounced"), an excellent picture was provided of the method of attack that would obtain at sea, were the scene re-acted there in earnest. And in this connection it is good to know that in the matter of torpedo 'planes, and aircraft for naval co-operation work, we hold a leading position, whatever may be the case in the matter of land machines.

From the point of view of displays calling for skill on the part of the pilots taking part, event No. 6, wing drill by No. 39 squadron and No. 207 squadron, was without a doubt entitled to an easy first place. The 18 D.H. 9A's, taking off in formation and carrying out evolutions that appeared to observers on the ground to bring the machines almost within inches of one another, formed a striking proof of a fact already known to those in touch with R.A.F. matters: that our pilots are the finest in the world. The many foreign visitors cannot fail to have been greatly impressed, and not least for that reason this event may be regarded as the most important of the day.

The presence of a French escadrille was a welcome innovation, and one which will, we hope, be made a permanent feature of subsequent Pageants. To many present it was probably a matter for regret that one of the most interesting events of previous Pageants, a sham air fight, had been deleted from the programme. There is something vastly fascinating in a fight in the air, even a mimic one; and the way in which a Boulton and Paul twin-engined machine twisted and turned, looped and spun in order to avoid its two attackers in last year's Pageant was greatly appreciated. We think some form of air fight should be included next year, although the actual details of it might be somewhat modified. Altogether, the thousands of visitors to Hendon on Saturday were

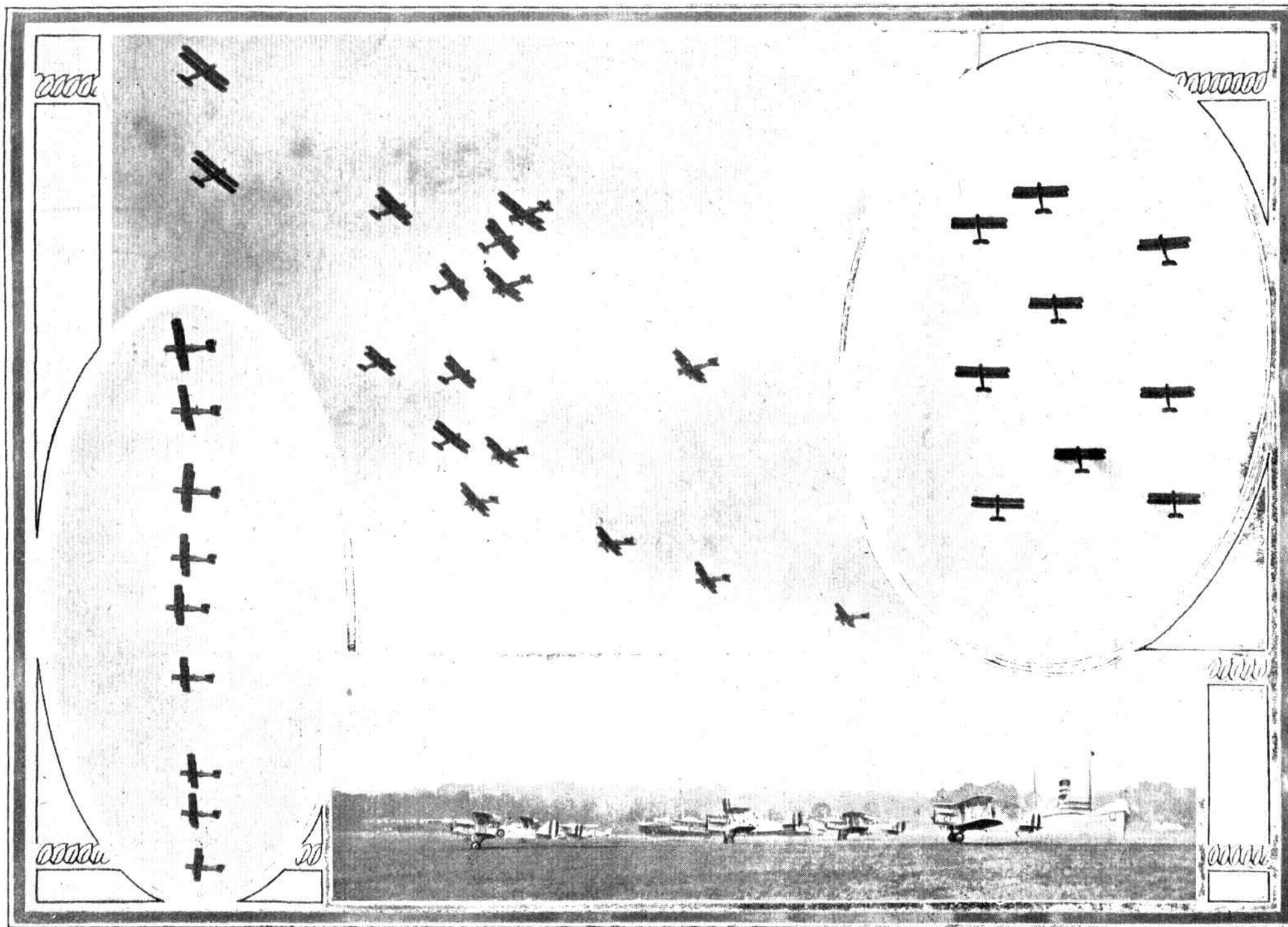
treated to a "show" that will long live in their memories, and as a piece of propaganda for air strength, no less than for the benefit accruing to various R.A.F. charities, the time and money spent on staging the Pageant must be considered well spent.

The Grosvenor Cup

The decision of the Royal Aero Club, announced under the Official Club Notices in last week's issue, to confine the race for the challenge cup presented by Lord Edward Grosvenor to machines with an engine capacity not exceeding 1,100 c.c., will be generally welcomed as being a wise one. Last year the race was for machines with an engine power of 150 h.p., but as the number of machines fitted with engines of this capacity is by now relatively small, while it is to be expected that the number of light 'planes, either last year's types actually in existence or this year's models taking part in the Air Ministry competitions at Lympne, will be very considerable, the decision is undoubtedly a sound one. In our Editorial Comment on March 22, 1923, referring to the offer by Lord Edward Grosvenor of a challenge cup, we said that the offer of the cup would do much to revive sporting flying, but added: "Personally we should be glad to see another cup or prize presented in which not the engine power but the cylinder capacity was limited." That was, of course, before the light 'plane type of machine came into being, and the Lympne competitions of 1923 definitely produced the low-power type for which we asked. The light 'plane has come to stay, and it is thus very fit and proper that the Grosvenor Challenge Cup should be transferred to this class of machine, the more so as all the leading light 'planes will be assembled at Lympne and, the expense attaching to entering machines for a separate competition will, therefore, be practically eliminated.



ROYALTY AT THE R.A.F. PAGEANT: H.M. the King of Denmark arrives (left). The Duke and Duchess of York and the Duke of Connaught proceeding to the Royal Enclosure.



AIR DRILL AT THE R.A.F. PAGEANT : Two Squadrons of D.H. 9a bombers, 18 in all, give a remarkable display of formation flying. Below, the simultaneous "take off," and above, the two squadrons approach each other from opposite directions. Two of the several striking formations accomplished are shown on the left and right.

THE FIFTH R.A.F. AERIAL PAGEANT

THE Fifth R.A.F. Aerial Pageant, which took place at Hendon last Saturday, did not fail in maintaining the high standard—second to none, we think, amongst “displays,” flying and otherwise—that has characterised the previous R.A.F. Pageants. Even the Meteorological section, Air Ministry, did its best, and provided ideal weather conditions. For, although the recent heat wave and the accompanying brilliant sunshine had departed (temporarily, we hope), such conditions, pleasant though they are, are apt to be somewhat trying when watching three or four hours’ flying, so that the thin curtain of grey cloud which covered the sky during Saturday’s proceedings was really very welcome. Only once did we have a brief and very light fall of rain.

Crowds are always very difficult to estimate numerically, but we think we would not be wrong in stating that the number of Saturday’s spectators was equal, if not more, than last year’s, being something between 60,000 to 100,000 strong. This year the enclosures had been extended somewhat, so it was rather difficult to judge. Even outside the aerodrome itself the various vantage-grounds were well filled—we might add here that the prices of admission to these “outside enclosures” also contribute towards the Pageant.

Their Majesties the King and Queen were unable to be present at this year’s Pageant, but royalty was nevertheless well represented, H.R.H. the Duke of York—who is, of course, Patron of the Pageant—being present with the Duchess of York, and the Duke of Connaught. Other Royal visitors were H.M. the King of Denmark, Princess Andrew of Greece, and the Infante Don Alfonso of Spain. Amongst the other distinguished visitors may be mentioned the Prime Minister, Lord Thomson of Cardington (Secretary of State for Air), and many other Cabinet Ministers, Sir Hugh Trenchard (Chief of the Air Force), Lord and Lady Beatty, Lord and Lady Cavan, the Comte de Saint-Aulaire, the French Ambassador, representatives of the Dominions, and, of course, nearly everybody connected with or interested in aviation. The enclosure reserved for Members of the House of Commons was filled almost to overflowing.

■ Flying actually commenced about noon, when, apart from test flights, etc., several preliminary heats for two of the events down on the programme were run off—the Standard Avro Race and the Relay Race. At 1.30 p.m. a Bristol

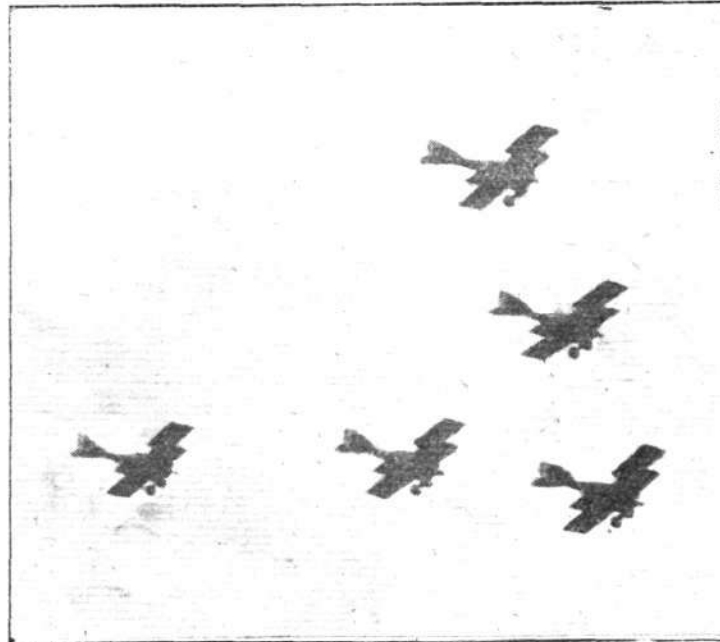
Fighter went up and put in a few entertaining “stunts,” followed shortly after by a really fine display of aerobatics by, we believe, Flying Officer W. G. Mann, D.F.C., on a Sopwith “Snipe,” including upside-down flying. At 2.30 p.m. the Hawker “Woodcock” ascended and executed various “stunts,” including a remarkable demonstration of fast and slow flying and a spasm or two of “crazy flying” à la Longton.

The programme proper commenced, punctually at 3 p.m., with the message picking-up competition—a new and exceedingly interesting event. In this one team of two Bristol fighters from each of four Army co-operation units (Andover No. 13, Farnborough No. 4, Manston No. 2, and Old Sarum) participated. The message was suspended on a cord stretched

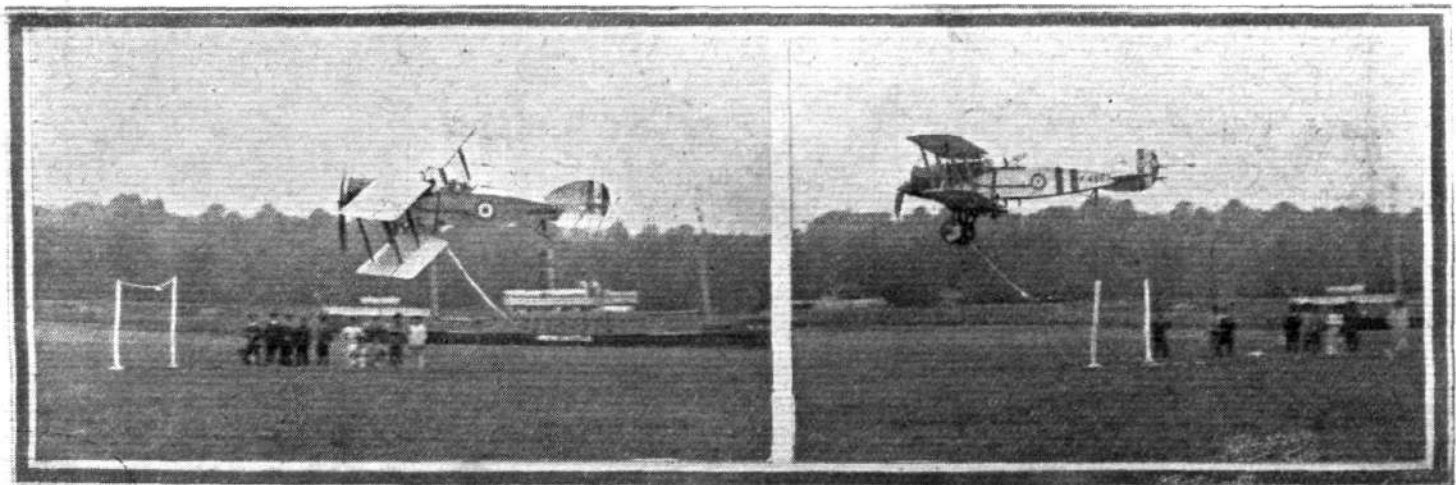
between two posts, and each machine had to swoop down and grapple the message by means of a trailing line, with hook, suspended below the fuselage. Having picked up the message (perhaps—it looked so easy), the observer drew it in and dropped the answer alongside the posts. The time for each competitor was taken from the moment the message was picked up by the aeroplane till the time the answer was handed to the umpire at the picking-up station. The average time of each team was then taken, and the team with the smallest aggregate was the winner. Old Sarum, School of Army Co-operation, won this event, the pilots and observers being, respectively, Flight-Lieuts. R. L. Stevenson and W. E. B. Dowling and Flying Officers R. N. Waite and G. E. F. Boyes.

The second event was the Standard Avro Race for a Challenge Cup presented by the Hon. F. E. Guest, C.B.E., D.S.O., in which ten pilots out of 24 of the R.A.F. stations

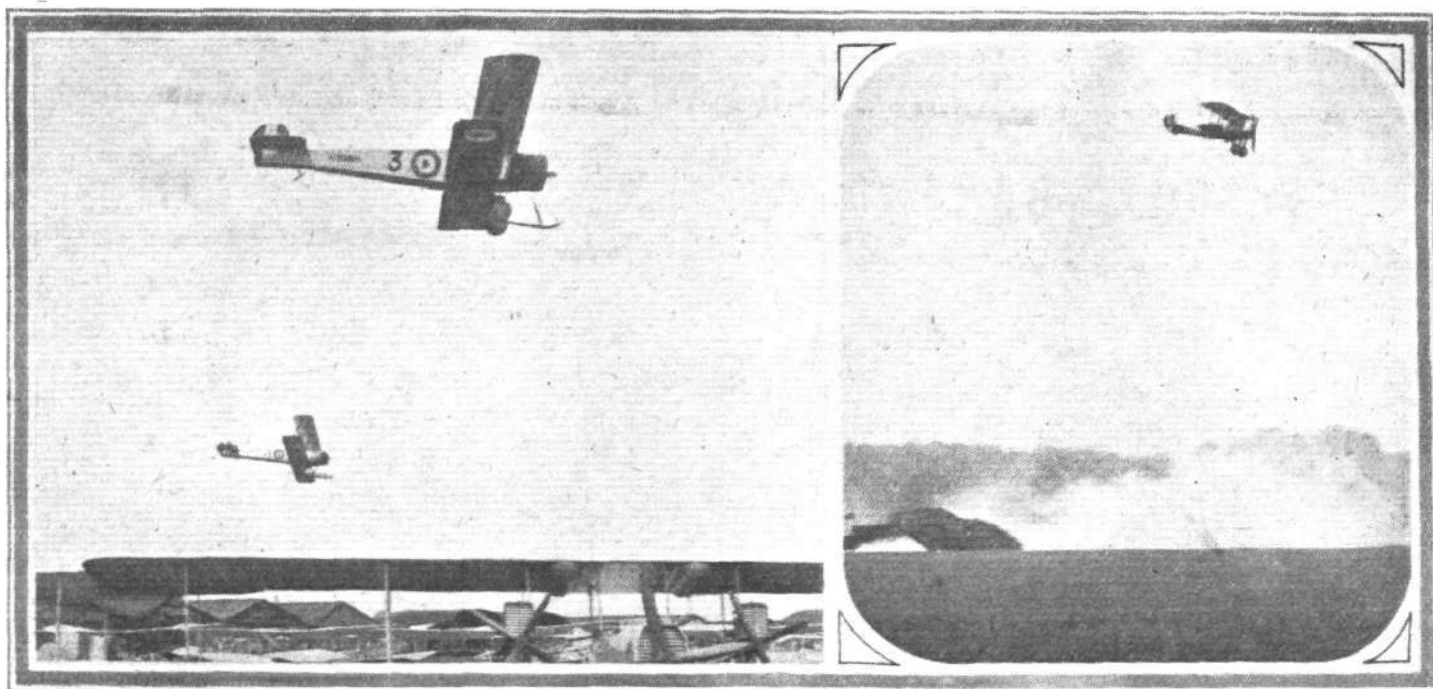
competed. The course was over a distance of about 8 miles, and all started off together, flying out towards Mill Hill, where they turned and came back over the aerodrome out to the second turning-point near the Edgware Road. Halton (the previous holders) and Farnborough passed over the aerodrome first close together, with Kenley (24 Squad.) and Digby close behind. Then came Northolt (41 Squad.) and Upavon (C.F.S.). Having passed the second turning-point, they returned to the aerodrome and flew past the finishing line in front of the Royal enclosure. Halton only just managed to retain the Cup, Farnborough being a close second. Digby came in third, followed by Kenley (24 Squad.), Northolt, Upavon, Shotwick and Duxford (111 Squad.).



Our French Visitors at the R.A.F. Pageant: The French Escadrille of five Nieuport-Delage 29.C.1. “avions de chasse” flying in formation.



THE R.A.F. PAGEANT: The first event: Message picking-up competition. On the left is shown a machine diving towards the “goal posts” supporting the message on the cross-line. On the right a machine is shown swooping upwards after having successfully grappled the message by means of its trailing hook-line.



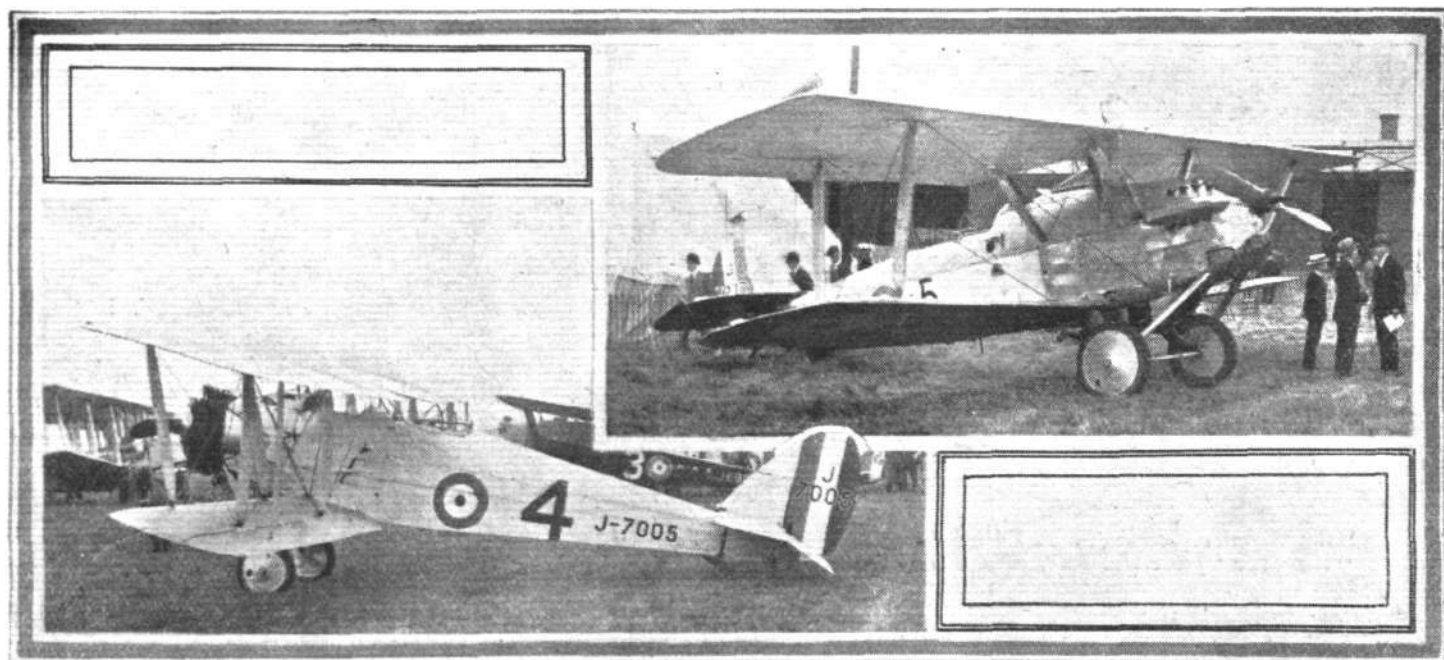
TWO EVENTS AT THE R.A.F. PAGEANT : 1. Halton and Digby Avros leading in the first lap of the Relay Race. 2. One of the five Sopwith "Snipes" bombing the disabled "tank."

Event No. 3 was the fly past of new and experimental machines, which proved most interesting. There was something very impressive about this event, with the loud and varied roar from the different engines as one by one each machine taxied out of the park—which in itself presented a scene of some considerable bustle—on to the aerodrome and past the Royal enclosure in single file. First of all came the two diminutive light 'planes—the D.H.53 and the Parnall "Pixie," their Blackburne "Tomtit" engines "pap-paping" heartily. Then in weird contrast came some of the large machines, the Handley Page three-engined commercial 'plane (with quite a zoo on board with its two "Pumas" and "Eagle"), and the Avro "Andover" ambulance 'plane (Rolls-Royce "Condor")—a really handsome and business-like-looking machine. The Parnall "Possum" triplane, though not so large, created much interest with its Napier "Lion" engine, mounted in the fuselage, driving two air-screws on the wings through gear transmission. The Vickers "Virginia" and the Handley Page "Hyderabad" heavy bombers, both with a pair of Napier "Lions," came next.

Then came the medium-sized machines: the Vickers "Venture" Army Co-operation two-seater biplane (Napier "Lion"), the De Havilland "Dormouse," a two-seater fighter reconnaissance biplane (Bristol "Jupiter"); the Bristol "Bullfinch" single-seater fighter ("Jupiter"), a monoplane which can be converted into a two-seater biplane; the Hawker "Woodcock" ("Jupiter"), a single seater fighter biplane; and the Gloucestershire "Grebe II," another single-seater fighter biplane with an Armstrong-Siddeley "Jaguar."

After passing the Royal enclosure each machine turned round and took to the air. All got well away except the Vickers "Virginia," which, unfortunately, had a fit of sulks and refused to go up. It was a truly remarkable sight to see all these various types circling round in the air together, and especially remarkable was the behaviour of the two light 'planes, for these manoeuvred about with such vim that it was not at all easy to distinguish them from their larger and more powerful sisters.

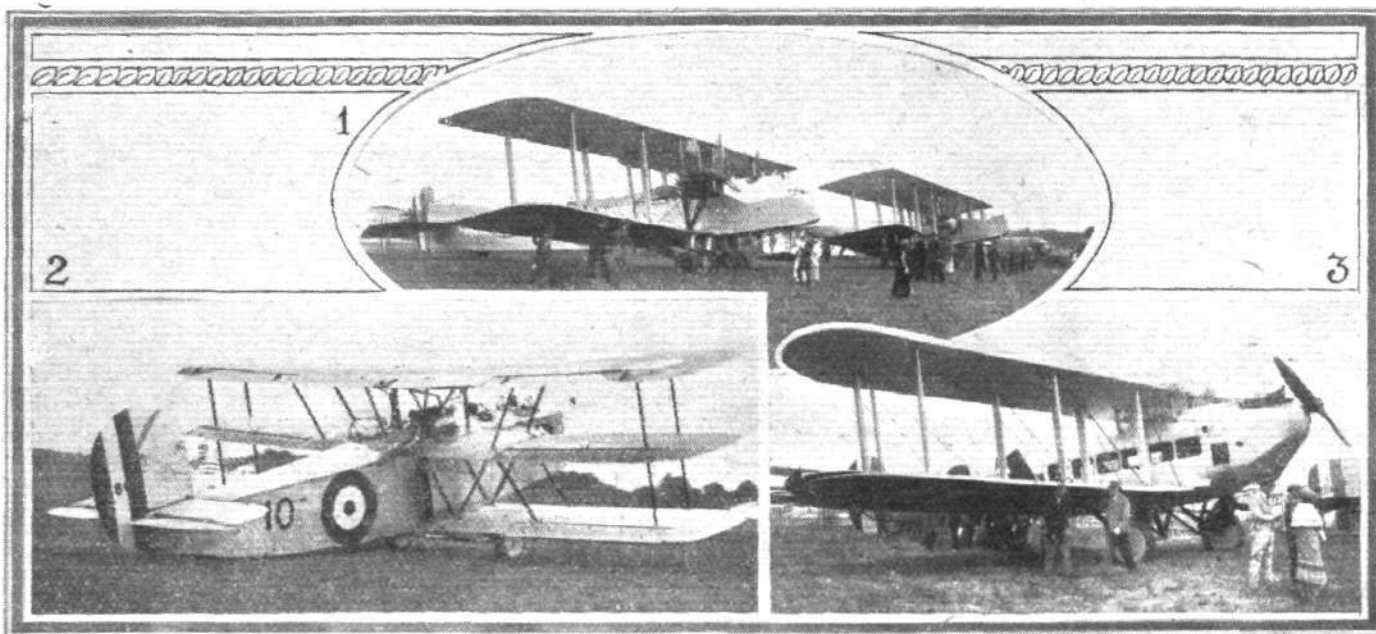
The mixed grill having been cleared away, we were presented to the special French dish, when the escadrille of



AT THE R.A.F. PAGEANT : New two-seater fighter biplanes which took part in the "Fly Past." On the left the De Havilland "Dormouse" (Bristol "Jupiter"), and on the right the Vickers "Venture" (Napier "Lion").

five Nieuport-Delage 29.C.1 (300 h.p. Hispano-Suiza) "avions de chasse" ascended in V-formation. They were led by Commandant Gastin, the others being Lieuts. Robert, Dutruel, Gaillard and Volmerange. The Nieuports presented a very graceful appearance, and excited much admiration as they went through a variety of evolutions. The formation then broke up, and each pilot executed all manner of aero-

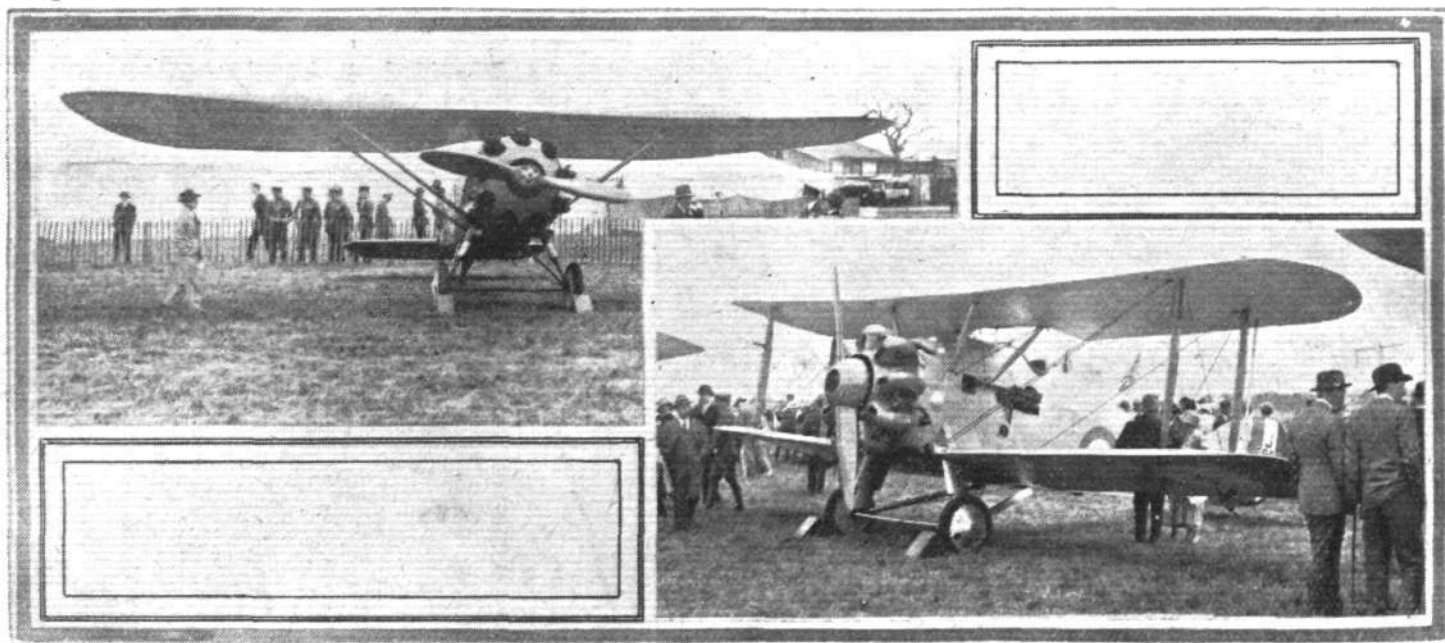
Snipe represented the various R.A.F. units. In the final heat, which now took place, six stations took part: Cranwell, Digby, Halton, Henlow, Kenley and Upavon (C.F.S.). The Avros started off first, and flew over the same course as before, the first to pass over the aerodrome after the first turning-point being Halton and Kenley, the others following thus: Upavon, Digby, Cranwell and Henlow.



AT THE R.A.F. PAGEANT: Some of the larger machines which took part in the "Fly Past": 1. The Handley Page "Hyderabad" and the Vickers "Virginia," twin-engined (Napier "Lions") bombers. 2. The Parnall "Possum" triplane (Napier "Lion"), with gear transmission, and 3. The Avro "Andover," an aerial ambulance (Rolls-Royce "Condor").

batics—loops, rolls, spirals, spins, etc.—sometimes diving down and flying at speed past the enclosures. When it was remembered that these pilots—all Aces—were picked from different units, and, unlike our own formations at the Pageant, had not constantly "air-drilled" together, their performance was worthy of the applause that greeted them on landing. After their display they were presented to the Duke and

They returned "home" in the following order: Halton, Digby, Kenley, Upavon, Cranwell and Henlow—Digby having picked-up remarkably well. Having duly received their messages, the six Bristol Fighters then got away. On the first half-lap Halton still retained the lead, while Kenley once more got second place from Digby—the others remaining as before. Kenley made good progress on the home lap



AT THE R.A.F. PAGEANT: Two single-seater fighters—the Bristol "Bullfinch" monoplane (Bristol "Jupiter") on the left, and the Hawker "Woodcock" biplane (Bristol "Jupiter") on the right.

Duchess of York and the King of Denmark. Incidentally, it may be added, the French team visited Chequers on Sunday at the invitation of the Premier.

The Relay Race that followed was the principal sporting event of the day, and was keenly contested. It was for a Challenge Cup presented by the Duke of York, and teams consisting of one Avro, one Bristol Fighter and one Sopwith

and came in first, but the others retained the same order. All delivered their messages in the order given, so that when six "Snipes" came round from the first turning-point there was no change in position, which all maintained until just before crossing the line, when Upavon obtained third place from Digby. Result: 1. Kenley (F./O. L. Hamilton, Avro; F./Lt. C. N. Lowe, Bristol Fighter; Sq.-Ldr. R. S. Maxwell,

Sopwith "Snipe"). 2. Halton (F./O. C. McC. Vincent, Avro; F./Lt. E. B. Rice, Bristol Fighter; W.-Cdr. W. R. Read, Sopwith "Snipe"). 3. Upayon, C.F.S. (F./O. H. A. Hamersley, Avro; Sq.-Ldr. H. G. Smart, Bristol Fighter; F./O. W. E. G. Mann, Sopwith "Snipe").

After this event there followed what was, to our way of thinking, the finest flying display ever yet seen, both from the spectacular and the technical point of view. This was an exhibition of Wing Flying Drill by two bombing squadrons of D.H.9A's (Nos. 39 and 207). Each squadron was represented by nine machines, and the combined 18 all lined up in formation with their engines ticking over, awaiting the signal to start, was truly an inspiring sight. But when the signal was at last given we saw something finer still. With

ful as the start, for each squadron landed in perfect formation.

Before we were able to resume that back-to-earth feeling five Sopwith "Snipes," piloted by Flight Lieut. H. H. Down and Flying Officers W. E. G. Mann, H. A. Hamersley, J. N. Boothman and E. B. Forster, all of the Central Flying School, ascended in V-formation and repeated last year's—but none-the-less wonderful—exhibition of simultaneous aerobatics. They looped in V-formation and in single file, rolled over simultaneously and flew several minutes upside down with remarkable exactness.

This undoubtedly popular "turn" was followed by a somewhat exciting—to some, anyway—low flying attack on a disabled "tank" by another five "Snipes" from No. 25



THE LIGHTER SIDE OF THE R.A.F. PAGEANT : Two light 'planes, which led in the "Fly Past" : the Parnall "Pixie" and the D.H.53, both fitted with Blackburne "Tomtit" engines.

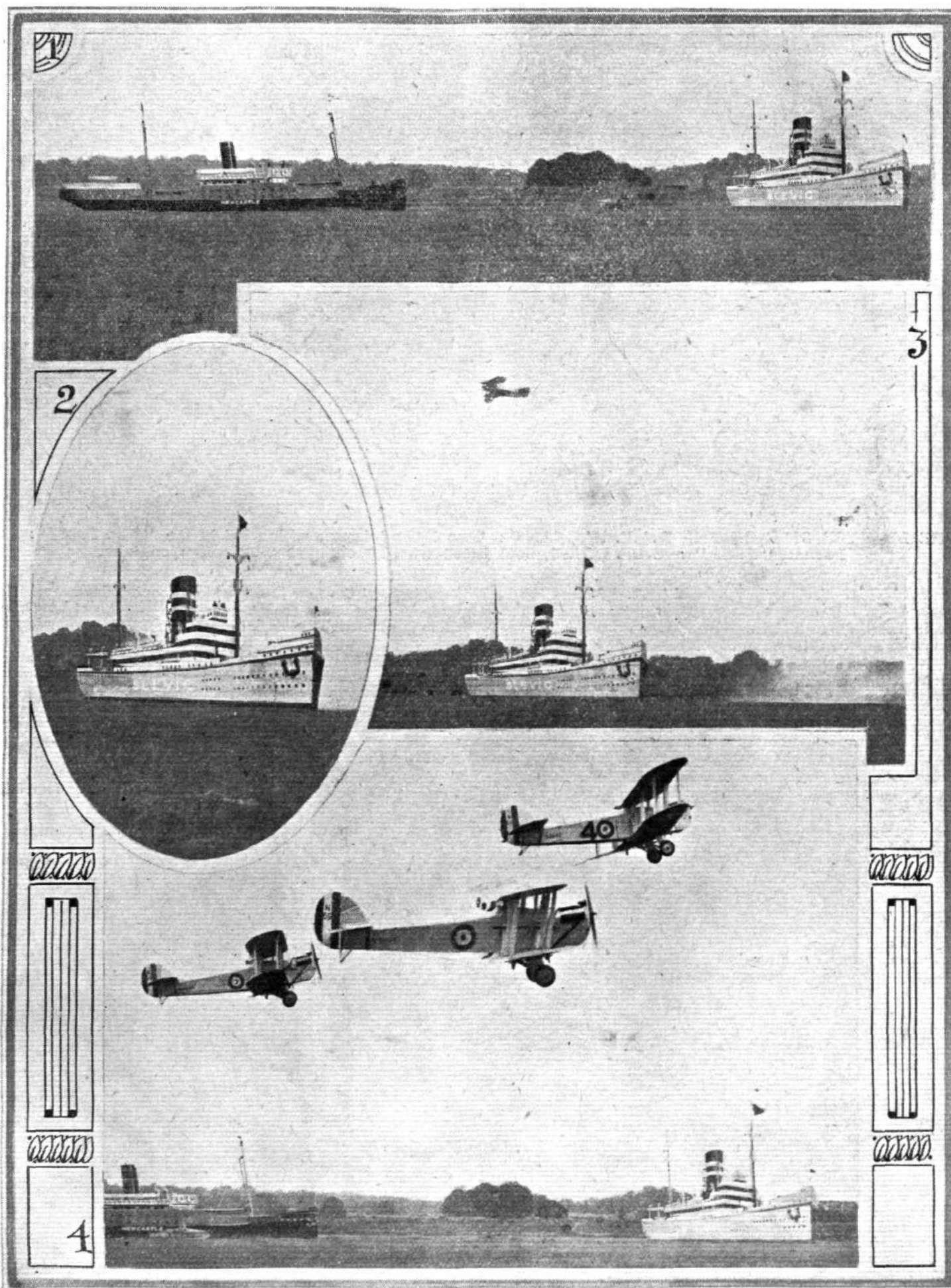
deafening roar the engines opened out, and the mass of machines moved slowly forward and rose gracefully into the air in excellent formation. Once they were well up each squadron separated, flew to opposite ends of the aerodrome, turned, and flew towards each other in extended formation. As they drew close one felt that a collision was certain, and the effect as one squadron seemingly passed clean through the other was most weird. Whatever the vertical distance between each squadron may have been, to those below it looked next to nothing. After this heart-stopping evolution the two squadrons executed a variety of manœuvres and formations, combined and divided, some of which were extremely beautiful. The finish of this event was as wonder-

Squadron. They flew in single file, swooping down on to the tank—firing their machine guns—and at the right (sometimes!) moment discharging their bomb, then zooming up again. This procedure was repeated several times. Compared with last year's attack, the present one was a distinct improvement, and we observed at least six direct hits, while the other shots were all well within range. This event was won by F./O. Maitland.

It should be mentioned here that throughout the proceedings two large steamships rode serenely on the green "sea" on the far side of the aerodrome. One of these represented an English cargo ship, the "John Henry" of Newcastle, and the other a peaceful-looking, but armed enemy merchant



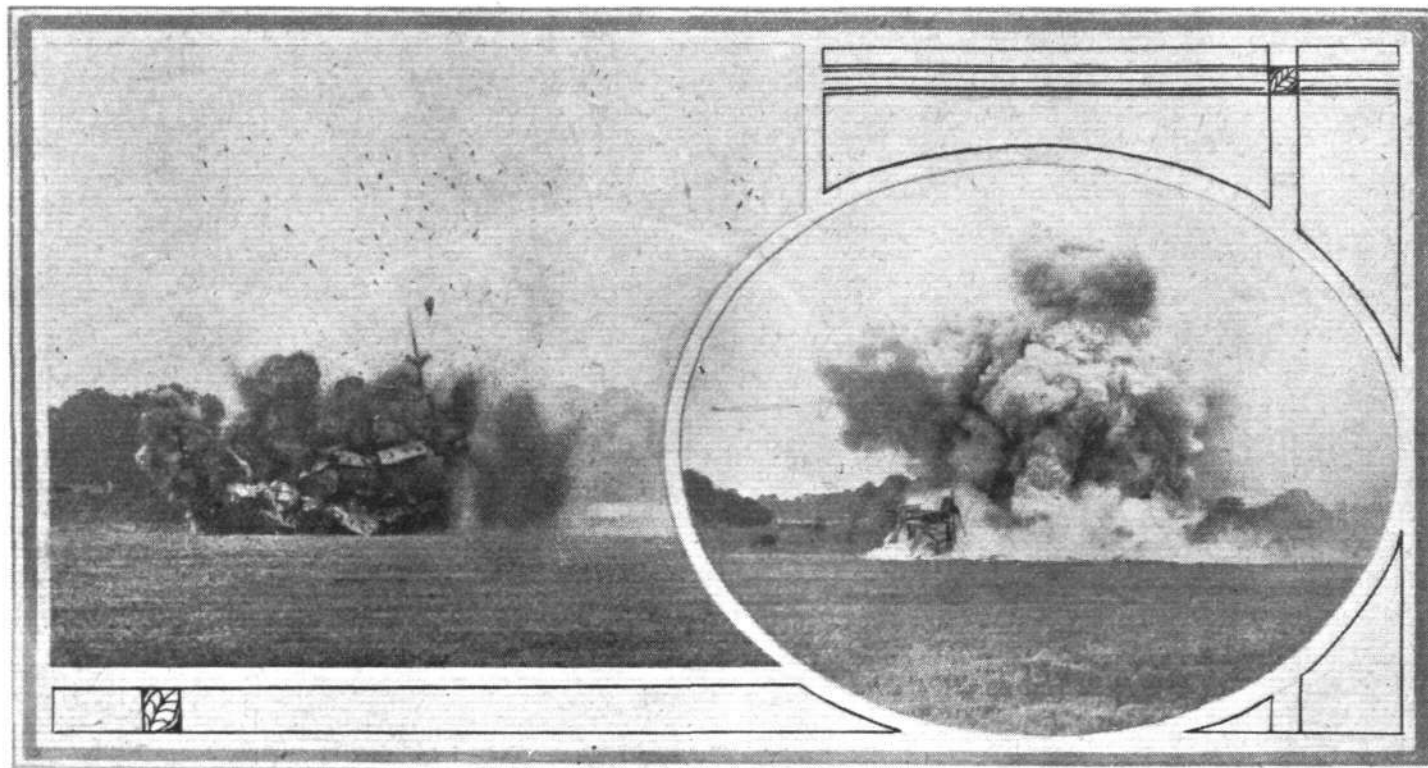
THE R.A.F. PAGEANT : A mere handful of the spectators. This is a view looking towards the Royal Enclosure but other enclosures extended from this point nearly half round the aerodrome—and all were well filled.



THE R.A.F. PAGEANT : THE Event of the Day. 1. The enemy Merchant Cruiser "Slevic" sends out a pinnace to the good ship "John Henry," of Newcastle. 2. British aircraft appearing on the scene are fired at with the "Slevic's" anti-aircraft guns, which are (3) silenced by a formation of Fairey "Flycatcher" fighters until (4) a formation of Blackburn "Dart" torpedo-carriers discharge their torpedoes—(Continued in our next).

cruiser, the "Slevic" Although both these vessels were constructed out of old aeroplane and other material, and were more or less "flat" in the vertical plane, they were astonishingly realistic—as may be judged from our photographs—and the realism grew the more one looked on them. At the conclusion of the tank-bombing event, attention was centred on these two vessels, and we observed that both bore signs of activity, smoke issued from the funnel of "John Henry," and on the bridges of each could be seen figures of

eventually silencing her guns and clearing the decks. Suddenly, five Blackburn "Dart" torpedo planes arrived on the scene, and making for the "Slevic" launched their torpedoes. The latter were observed to fall one after the other and travel a short distance towards their object before finally disappearing from view in the grass (sorry! sea!!). Then a few awful moments passed, when, suddenly, with a loud boom a column of smoke and "water" shot high up into the air at the "Slevic's" bows, exposing to view, im-



THE R.A.F. PAGEANT: The end of the bad ship "Slevic." The torpedoes launched by the Blackburn "Darts" take effect, as may be seen on the left, with the result that the "Slevic" sinks midst a cloud of smoke and steam.

men frantically flag-wagging to each other. "John Henry" was being told he was "all wrong" and that he had better get his wheel-barrow ready for removal. Then a Supermarine "Seagull" amphibian appeared high overhead, and noting what was happening sent an urgent wireless message to headquarters and 2-L.O. The "Slevic" in the meantime, fired on the "Seagull" with its anti-aircraft guns, and lowered a pinnace, which proceeded to make a somewhat choppy passage to the "John Henry." They had a boarding (or should we say "Fording") party in the pinnace, who were going to seize all papers and sink poor "John Henry." Yes, but what about the R.A.F.? In response to the call for help up came three Fairey "Flycatcher" ship's fighters, which made repeated machine gun attacks on the "Slevic,"

mediately after, a huge rugged hole in her bows. Almost at the same time the other torpedoes found their mark, one right amidships. There was a terrific explosion, a mass of dense black smoke mixed with flying fragments of "Slevic" followed by a column of what appeared to be a mixture of smoke and steam. Gradually this cleared away—and the "Slevic" had completely disappeared! It was, undoubtedly, the best scenic display the Pageant has yet given—equal to any other we have seen—and was magnificently staged and carried out.

Thus ended the Fifth R.A.F. Aerial Pageant, and as Alice would have said "Betterer and Betterer" every time.

Last, but not least, we—and probably the majority of the visitors to Hendon—did not experience the slightest discomfort or delay in going to or departing from the Aerodrome.

THE ROYAL AERO CLUB OF THE U.K.

OFFICIAL NOTICES TO MEMBERS

THE KING'S CUP AIR RACE

The date of the King's Cup Race has been altered to Tuesday, August 12, 1924.

Entries will be received up to noon Tuesday, July 29, 1924.

Starting Place.—Martlesham Heath for Aeroplanes; Felixstowe for Seaplanes.

Turning Points.—Leith, Harbour Pier; Dumbarton, The Castle; Falmouth, Pendennis Castle.

Finishing Place.—The Pier, Lee-on-Solent.

Pilots and Passengers.—Change of pilot or pilots is not permitted during the race. Passengers (if any) may be changed at any time, or the equivalent weight, viz., 170 lbs. per passenger, substituted.

Handicapping.—The question has been raised as to the manner in which the handicapping will be carried out in the case of competitors who may decide to fit extra fuel tanks.

Competitors when making entry will be required to state the maximum capacity of all fuel tanks fitted in the machine.

The handicappers will assume tanks will be filled and calculate the number of landings that would normally be required for refuelling, and allow time accordingly.

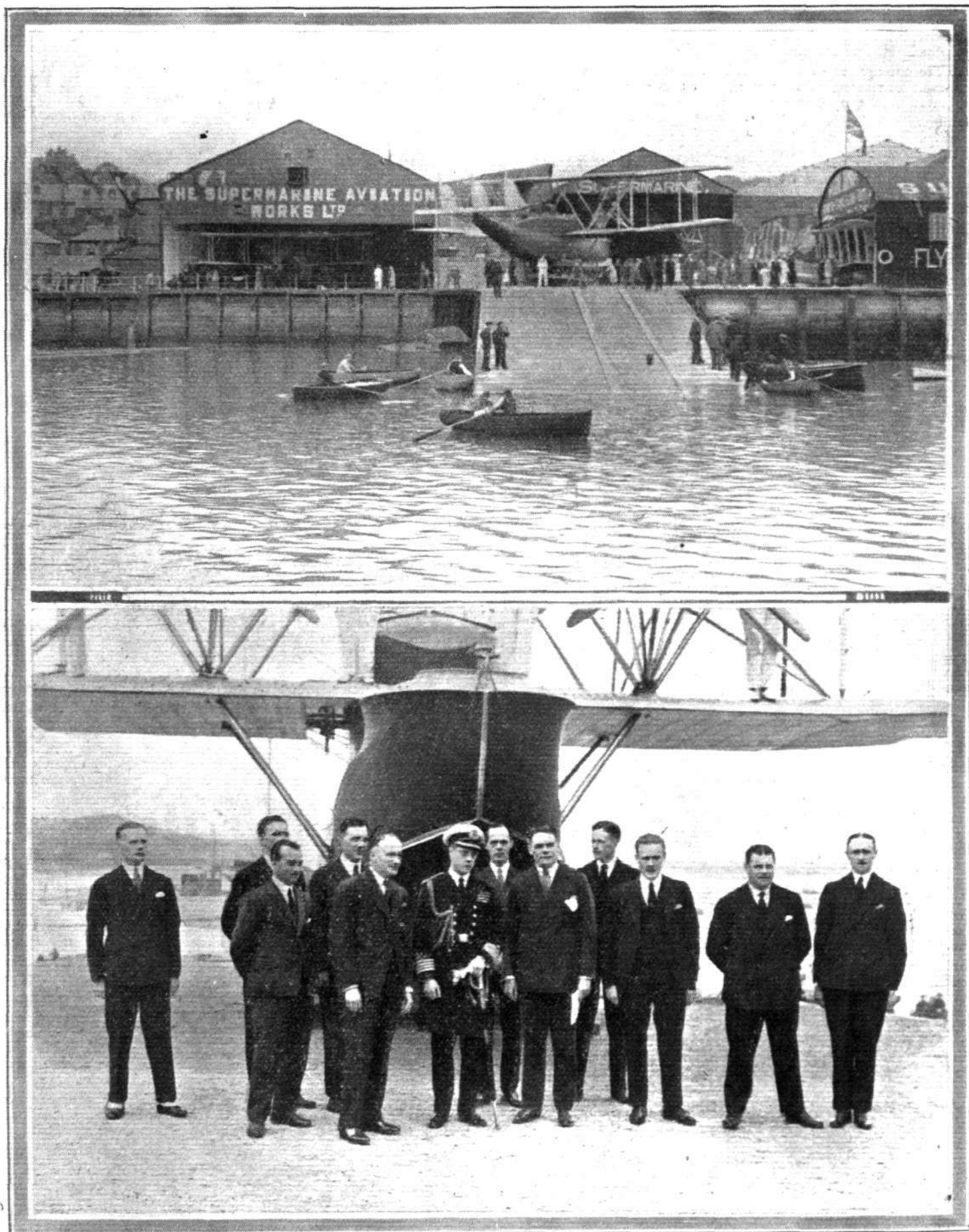
The time allowances for each of the calculated refuellings will be as follows:—

Aeroplanes	10 mins.
Seaplanes	20 "
Amphibians (treated as aeroplanes)	10 "

Competitors will not be informed as to the number of landings calculated by the handicappers, and no alteration in the handicap allowances will be made after the race in respect to any of the refuelling handicap calculations.

Emergency Landing Places.—A list of emergency landing places in the neighbourhood of the course will be issued to competitors.

Offices: THE ROYAL AERO CLUB,
3, CLIFFORD STREET, LONDON, W.1.
H. E. PERRIN, Secretary



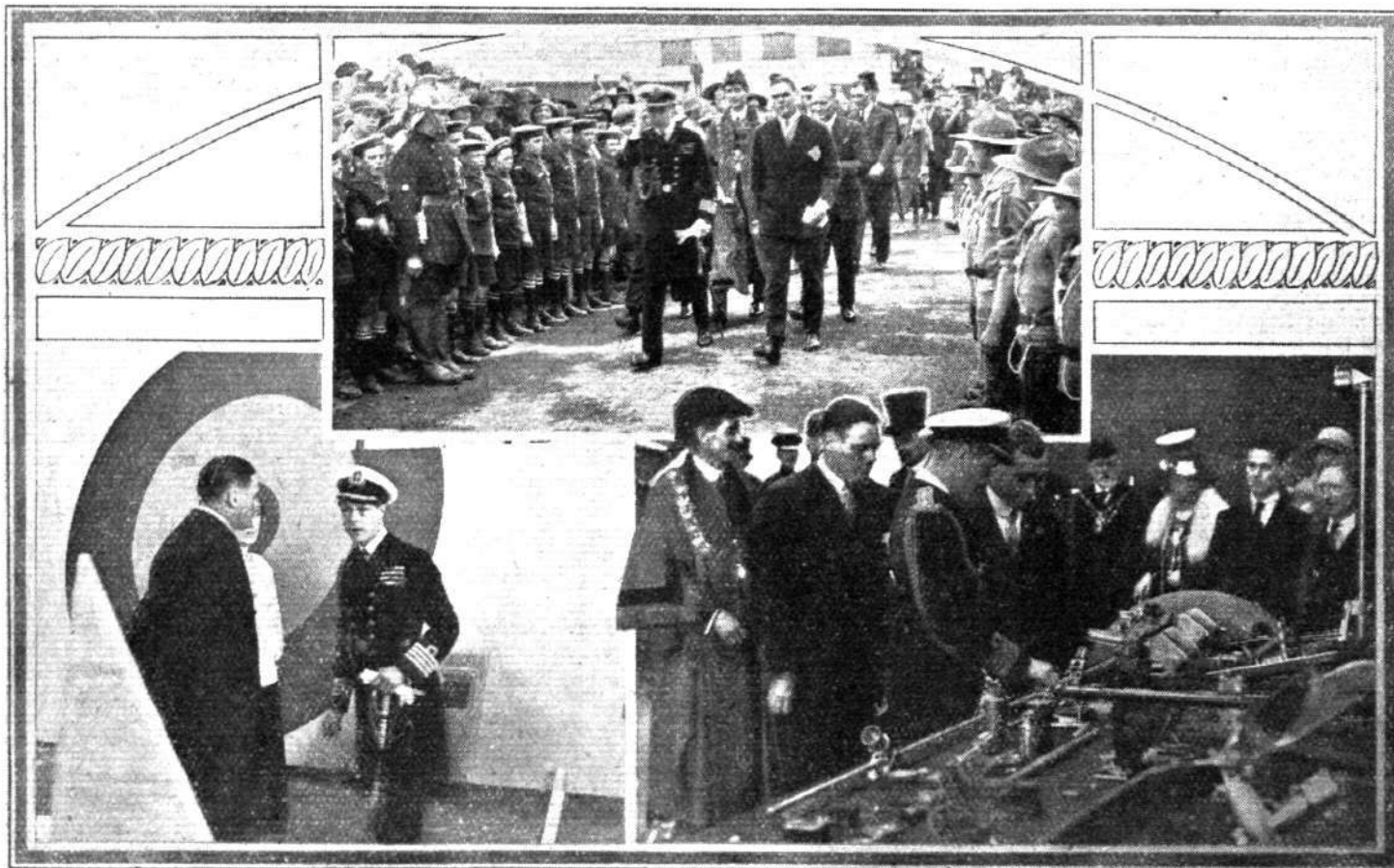
THE PRINCE OF WALES VISITS SUPERMARINE AVIATION WORKS : Above, a view of the works, slipway, etc., with a "Swan" amphibian being brought out. In the group below, standing in front of the "Swan," are seen, left to right : Mr. C. Gray, Secretary of the Supermarine Aviation Co. ; Mr. Cross, Accountant ; Mr. Elliott, Works Manager ; Commander Cowdy, Director ; Mr. G. L. Wood, Chairman ; H.R.H. the Prince of Wales ; Mr. J. Dickenson, Director ; Commander J. Bird, Managing Director ; Capt. H. C. Biard, Chief Test Pilot ; Mr. R. J. Mitchell, Chief Engineer and Designer ; Capt. Leigh-Mossley, Director ; and Mr. H. Victor Paine.

PRINCE OF WALES VISITS SUPERMARINE AVIATION WORKS

A Gala Day at Southampton

JUNE 27, 1924, will remain a red-letter day in the history of the Supermarine Aviation Works, Ltd., of Woolston, Southampton, for on that date His Royal Highness the Prince of Wales honoured the famous flying-boat factory by

at Southampton West station by Major-General J. E. B. Seely, Lord-Lieutenant of the County. General Seely presented to His Royal Highness the Mayor of Southampton, Alderman W. Moulton, who formally welcomed the Prince.



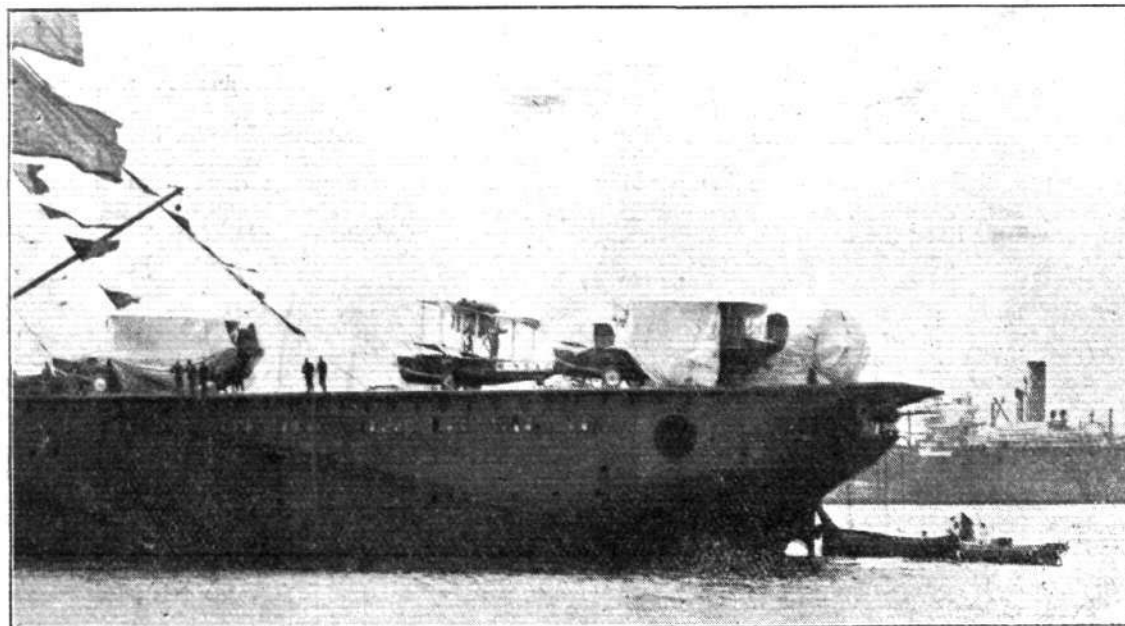
THE PRINCE OF WALES VISITS SUPERMARINE AVIATION WORKS: *Above*, His Royal Highness arrives accompanied by Commander James Bird. *On the left*, the Prince chatting to Commander Bird in the wing-covering department. *On the right*, inspecting rustless steel fittings.

a visit. The occasion was the opening, by the Prince of Wales, of the new floating dock at Southampton, the largest in the world of its kind, and before proceeding to the dock His Royal Highness spent a considerable time in inspecting the Supermarine factory on the Woolston side of the Itchen.

The Prince of Wales, who was accompanied by Vice-Admiral Sir Lionel Halsey and Captain Lascelles, was met

After replying to the Mayor's address, the Prince of Wales proceeded to the station yard, where he inspected a naval guard of honour, and then, accompanied by the Mayor, he entered a car and was driven across Southampton to the floating bridge which took the party across to Woolston, where the Supermarine Works are situated.

At Woolston the party was met by representatives of the



A few of the Supermarine amphibians on board the Spanish Government vessel en route for Spain.

Supermarine Aviation Works, whose chairman, Mr. G. L. Wood, was presented to the Prince by the Mayor of Southampton. Mr. Wood then presented Commander J. Bird, Managing Director of the firm, and Captain H. Leigh-Mossley, Mr. J. Dickinson, and Mr. Cowdy, directors of the company. Mr. W. T. Elliott, Mr. H. Victor Paine, Mr. R. J. Mitchell, Capt. Biard, Mr. C. R. Gray, and Mr. W. P. Cross were also presented, and after receiving Captain Cardona, Chief of the Royal Spanish Naval Air Service, the Prince was conducted through the works where the famous Supermarine flying boats are designed and constructed.

No. 1 erecting shop was visited first, and there His Royal Highness inspected some of the amphibian bombing machines under construction for the Spanish Government, on whose behalf Captain Cardona is at present staying in this country. Photographs of the first of these machines were published in *FLIGHT* recently, and one of the accompanying photographs shows some later machines on the deck of the Spanish vessel sent up to Southampton to take them back to Spain.

Tank-making and sheet metal work in general was the next item to be inspected, and a complete display of wing assembly and engine erection. Proceeding through the progress department, works office and finished stores, the Prince saw a fine display of stainless steel fittings, one of the features of all Supermarine aircraft. Wings, tail planes, fins, ailerons, rudders, streamline wires, wire cables and some samples of wire splicing were shown next, *en route* to erecting shop No. 3, where several "Seagulls" and samples of Supermarine boat hull building were greatly admired by the Prince.

Some time was spent in the hangar of Imperial Airways, Ltd., which adjoins the Supermarine works, where Mr. Hubert Scott-Paine and Colonel Frank Searle were presented to His Royal Highness. Col. Searle is, of course, managing director of I.A.L., while Mr. Scott-Paine is managing director of the Marine Air Navigation Co., which firm was one of the four incorporated in the newly-formed Imperial Airways, Ltd., of which Mr. Scott-Paine is now a director.

The last item on the programme of the Royal visit was the inspection of the Supermarine "Swan," a large amphibian passenger-carrying flying-boat with two Napier "Lion" engines, and one of the latest types to leave the company's stocks.

By then time was getting short, and the Prince had, as a matter of fact, stayed at the Supermarine Aviation Works

ten minutes longer than planned, so interested had he been in what Commander Bird had to show him. Inspecting the boy scouts and ex-service men on his way to the gate, the Prince of Wales left amid loud cheers, having first congratulated the directors of the firm on the excellent work being done by the Supermarine Aviation Works. His Royal Highness proceeded to the docks, where, amid scenes of the greatest enthusiasm, he opened the new floating dock and attended various other official functions during the afternoon.

By the Supermarine works a large number of visitors were entertained on board two yachts for the rest of the day, who will not easily forget the charming hospitality of Commander Bird and his co-directors. A diversion was caused during the afternoon by an involuntary full-dress bathe by Mr. Jerry Shaw, London representative of the "Shell" company. It was, of course, inevitable that Mr. Shaw should be asked if he thought he was a "Shell"-fish. When last we saw him he was attired in a naval uniform and bowler hat, the while his own clothes were drying.

In view of the distinction bestowed on the Supermarine Aviation Works, Ltd., by the visit of the Prince of Wales, and as the firm has lately been somewhat reorganised, it seems not inappropriate to state briefly the present constitution of the firm. The chairman is Mr. G. L. Wood, who is very prominently connected with the Norwich Union Insurance Co. Commander James Bird, who has been associated with the firm for very many years, is managing director. London director of the firm is Capt. Leigh-Mossley, who until recently held a post in the Contracts Department of the Air Ministry. These three gentlemen constitute what may be termed the working directors. In addition the board of directors includes Mr. James Dickenson, a very well-known barrister, who specialises particularly in everything pertaining to company law, and Mr. C. J. H. Cowdy, who is the accountant to Lloyds Corporation. Chief Engineer and Designer is Mr. R. J. Mitchell, who is now regarded as one of our foremost flying-boat designers. Capt. H. C. Biard is Chief Test Pilot to the firm, and is probably one of the very finest flying-boat pilots in the world today. It will thus be seen that the Supermarine Aviation Works are in a very strong position, and there is every prospect that the firm will now reap the reward to which long years of pioneer work have entitled it.

PROGRESS IN THE BIG FLIGHTS ROUND-THE-WORLD FLIGHTS

DURING last week the British and American World-Flyers passed each other in the course of their opposite journeys round the world. They passed each other during flight, between Akyab and Rangoon, on June 25. Strange to say, although Squad.-Ldr. MacLaren saw the American team, the latter did not see him; it had been hoped that the "rival" flyers would have met at Rangoon, and exchanged greetings, compared notes, etc., but owing to Squad.-Ldr. MacLaren's delay at starting from Akyab, this did not materialise.

The weather at Akyab, which had been delaying Squad.-Ldr. MacLaren from starting off on the new Vickers "Vulture," improved sufficiently to warrant an attempt on June 25, and Squad.-Ldr. MacLaren left for Rangoon at 9 a.m. He soon encountered very bad weather, and after covering about 100 miles, flew into a heavy monsoon. They decided to turn back, and landed at Kyaing Creek, where they waited for two hours before being able to resume their journey. It was while waiting here that they saw the American flyers pass overhead.

Squad.-Ldr. MacLaren resumed his flight along the coast of Burma, meeting with mixed weather conditions, and on two occasions he attempted to turn inland for the overland cut to Rangoon. Eventually he succeeded, and crossing the Yoma mountains just reached the plains on the other side, and landed at Yandoon on the Irrawaddy River. Starting off again an hour later, about half an hour's flight brought them safely into Rangoon, very late in the evening.

On June 27 they left Rangoon and proceeded along the coast as far as Tavoy, whence they intended to cross the

mainland to Bangkok. Bad weather prevented this, however, and they had to postpone their departure until the following morning.

Even then matters were little better, and they experienced an exceedingly rough and dangerous passage over the mountains. However, they made Bangkok safely after two hours' flight over 150 miles of dangerous country. They continued from Bangkok on June 29, across Siam, and all went well until they reached the mountains near Thakek, which were obscured by clouds. For a long time they endeavoured to get over, and it was not until they climbed well above the clouds that they were able to make for Vinh, steering by compass. After a short stop at Vinh they proceeded to Haiphong, where they stayed for the night. On June 30 they left Haiphong shortly after 10 a.m., and passing through varied weather arrived at Hong Kong at about 5 p.m., where they received a very hearty welcome.

In the meanwhile the Americans—Lieuts. Smith, Wade and Nelson, on the three Douglas World Cruisers—were continuing their flight in the opposite direction. They left Bangkok at 10 p.m. on June 25, and made a splendid flight, through bad weather, to Akyab—a distance of about 320 miles—in 4½ hours. The following morning they continued their flight to Calcutta, stopping *en route* at Chittagong. They had to make a detour of about 10 miles in order to avoid a severe storm. The three machines were flown down the Hooghly River to Maidan on June 20, where they were hoisted out of the water and their floats replaced by wheels preparatory to the flight across India.

short stops were made at North Platte (12.49 p.m.) and Cheyenne.

Maughan arrived at Crissy Field, San Francisco, at 9.48 p.m. (Pacific Coast time) or 1.48 a.m. of June 24, New York time—21 hrs. 49 mins. after he had started. His actual flying time was 18 hrs. 26 mins., and the distance covered was 2,670 miles. After his arrival he received congratulatory telegrams from President Coolidge and Maj.-Gen. M. M. Patrick, Chief of the United States Army Air Service.

Across America in a Day

LAST week brief reference was made to Lieut. R. L. Maughan's trans-American flight on June 23. We now give fuller particulars of this splendid effort. He was flying a Curtiss "Pursuit" biplane fitted with a Curtiss engine, and left Mitchell Field, New York, in the dawn at 3.59 a.m., arriving at Dayton, Ohio, at 7.5 a.m. Here a broken fitting caused a short delay, but he left again at 8.15 a.m., and his next stop was a short one for fuel at St. Joseph, Mis. Other

INDEPENDENT FORCE, R.A.F.

ON June 24 the Sixth Annual Re-union Dinner of the Independent Force, R.A.F., took place at the Royal Air Force Club, Piccadilly, when Air Chief-Marshal Sir Hugh Trenchard, Bart., G.C.B., D.S.O., etc., presided.

Wing-Commander H.R.H. the Duke of York was present at the right of the Chairman, and the change of venue to and hospitality extended by the R.A.F. Club was much appreciated by those who supported the function.

Following the usual loyal toasts proposed by the Chairman, Sir Walter Lawrence, G.C.I.E., etc., proposed the only other toast of the evening, "The Independent Force." Sir Walter said he could see no limit to the expansion and development of the R.A.F., and that under their present Air Chief the Force would be the most efficient air force in the world. After a long pæan of praise and poetic reference to the Force, Sir Walter said that in deference to the death-ray look which he had noticed in the Chief's eye at the length of his speech he would conclude his remarks, and was glad to feel that already the R.A.F. had a great tradition of dash and daring.

Air Chief-Marshal Sir Hugh Trenchard, before replying, read a cablegram of hearty good wishes to the Re-union from "three old fifty-fivers" who were absent in Vancouver. Sir Hugh then said that they were delighted to see the Duke of York at this their sixth annual dinner since the Great War.

In regard to the progress of the R.A.F. last year, he read a decision of the then Prime Minister with regard to British air policy to the following effect:—

"In addition to meeting the essential air power requirements of the Navy, Army, Indian and Overseas commitments, British air power must include a home defence air force of sufficient strength adequately to protect us against air attack by the strongest air force within striking distance of this country."

That expansion had proceeded apace. He took that opportunity of saying that the scheme of expansion that had been worked to had been thought out and worked on for nearly four years. It would eventually bring about a force in England for the defence of this country of 52 squadrons. At present we had already formed seven complete squadrons and 11 partly-formed squadrons, comprising 37 flights towards the new force. The new squadrons were being numbered and would continue to be numbered with the numerical designations of the old war squadrons. It was really revivifying the spirits of those squadrons, as he felt that they never ceased to exist though they may have been invisible for a time.

Their short service commissioned officers were doing splendidly. The system had, as it was bound to do, succeeded, and had come to remain. The competition to join was very keen, over 6,000 applications having been received in the past year for 400 vacancies, and that this situation was not a passing phase was shown by the fact that a steady increase in the number of boys who had recently left school and who wished to join was being maintained. This showed, to his mind, that the Air Force was becoming recognised as a definite outlet for the activities of young men of the right type.

As regards candidates for permanent commissions from the Universities, there had been a gratifying increase in their numbers, but he hoped to be able still further to interest the University authorities in the Air Force as a permanent career for their graduates. Without the goodwill of the tutors they could do little, and he made an especial appeal to them to give the matter their serious consideration.

The refresher courses given to the reserve pilots had been carried out at the following civil schools with great success:—De Havilland, Stag Lane; Bristols, Filton; Blackburns, Brough; Armstrong-Whitworths, Coventry; and Beardmores, Renfrew. He hoped these courses had been of some benefit to civil aviation by getting aviation more connected with the country.

Their great work, however, which was brought forward by the late Government, and which had been confirmed in the present Government's time, was that the Auxiliary Air Force and Special Reserve Force Bills would, he hoped, shortly be passed by Parliament. There were only very small numbers required for these two branches of the Air Force, and he firmly believed that it was possible to raise a special reserve squadron—that was, a nucleus regular flight and headquarters on a regular basis and the balance to be brought out occasionally for training. In other words, he

believed that an acetylene welder working at one bench could walk over to another one in the Air Force and commence work without preliminary training. It was really an effort to bring the Air Force into closer touch with the country so that people would feel they were defending their own homes. It would also avoid the great expense of training boys if they could get the skilled men to go to them for service with the home defence force. They might say, "But how will you manage for the pilots?" Well, how did they get the old Militia officer who did six months' training? They might say, "But this is different." So it was. However, he was certain it could be done. It would take time, but it would succeed.

The Auxiliary Air Force was another great point. By bringing in the two schemes he allowed sufficient flexibility to push on with one if it proved stronger than the other. He also catered for those who liked to join a regular unit and live with it, and also those who had a local and intensive collective spirit, to join as a unit in the Auxiliary Air Force. There were plenty of both classes, as people had said to him, "I will join if I can join a completely local unit," whilst others had said they would only join to serve with a regular unit.

There was another great point he would touch on, the taking over by the Air Force of the chief command in Iraq. Sir John Salmond assumed command on October 1, 1922, and carried out the Air policy of, to use words which have often been used before, controlling the country without occupation. That must not be misinterpreted. It meant without close occupation. It did not mean that there was no one there at all, but that the numbers employed were infinitely smaller under air control than they would otherwise be. This policy, he said, was humane. The officers and men claimed to be as humane as the personnel of the sister Services. They realised that by the judicious use of the air weapon they saved the greater casualties that would eventually be caused if risings were allowed to spread and columns had to be sent out to fight, and lines of communications had to be supported.

In regard to India, he had the best reports from there, and everything was satisfactory. He also heard of the excellent work carried out in Egypt and other countries.

He next drew attention to what the boys at Cranwell and Halton, both cadets and aircraft apprentices, were doing. There was nothing, he said, to touch them. They did very little drill, and yet their drill could not be beaten anywhere. They were taught to turn out the finest work, and they were taught to use their hands and heads with the greatest ability. He was certain that the success of Cranwell and Halton was assured. The boys themselves were the finest type he had ever seen in any collection of boys.

Dealing with the serving officer, Sir Hugh said they were all agreed that not enough flying was being done per officer or per airman in England or abroad. The number of hours flown was increasing, but he wanted still more hours' flying done. He should not be contented until every officer in an active flying unit flew not less than one hour per day per year in the aggregate, and those officers who were on the staff of active service units flew not less than 50 hours per year, and those officers on staff duties at great administrative units like areas and the Air Ministry, where machines did not exist, flew at least 10 hours per year. The more flying that was done the better. He thought that the flying done in the past year and the year before impressed the promotions board almost as much as any other qualification or perhaps more than all the others put together.

In regard to the forthcoming Pageant, which was the culmination of progress, showing what had been done in the year, he had impressed upon all that there was to be no competition in air acrobatics with the French visiting squadron.

In conclusion, Sir Hugh alluded to the great loss which the Royal Air Force in general and themselves in particular had sustained during the past year through the death of Squadron-Leader Cleverly. His work in connection with the Royal Air Force both during the War and subsequently was invaluable. His efforts while acting as one of the honorary secretaries of this annual dinner of theirs were, he knew, appreciated by all.

This year's work in connection with the dinner had been carried out for them by Wing-Commander Nicholl. He had been assisted by their old friend Toc Smith, and by a committee consisting of Group-Captain Newall, Colonel Waley-Cohen, Wing-Commanders Pattinson, Landon and Rathbone

and Squadron-Leaders Young and Cox, and it was due to their combined efforts that everything had proceeded with such success.

Those present included:—H.R.H. The Duke of York, K.G., K.T., G.C.V.O.; Air Chief-Marshal Sir H. M. Trenchard, Bart., G.C.B., D.S.O., A.D.C.; Brig.-General G. H. Harrison, C.B., C.M.G.; Colonel Sir W. Lawrence, Bart., G.C.I.E., G.C.V.O., C.B.; Group Captain C. L. N. Newall, C.M.G., C.B.E., A.M.; Lieut.-Col. R. H. Donaldson-Hudson, D.S.O.; Lieut.-Col. F. H. L. Errington, C.B., V.D.; Lieut.-Col. R. H. Collier, D.S.O.; Wing Commander L. A. Pattinson, D.S.O., M.C., D.F.C.; Wing Commander W. R. Read, M.C., D.F.C., A.F.C.; Wing Commander W. H. Nicholl, O.B.E.; Wing Commander J. R. W. Smyth-Pigott, D.S.O.; Wing Commander Louis Greig, M.V.O.; Wing Commander J. H. A. Landon, D.S.O., O.B.E.; Wing Commander W. A. Tedder; Squadron Leader C. G. Burge, O.B.E.; Squadron Leader A. F. A. Hooper, O.B.E.; Squadron Leader C. R. Cox, A.F.C.; Squadron Leader T. G. Gordon, M.B.E.;

Squadron Leader W. J. Ryan, C.B.E.; Squadron Leader J. C. Quinnell, D.F.C.; Squadron Leader A. Gray, M.C.; Major T. V. Smith, M.C.; Major F. M. Iredale; Major The Hon. Maurice Baring, O.B.E.; Captain E. D. Harding; Captain T. B. Marson, M.B.E.; Captain P. R. Butler; Captain J. W. Beebee; Captain R. T. Wilson; Captain L. C. Bygrave; Captain William Smith; Captain Fynn; Captain D. Brunt; Captain Saumarez; Captain G. B. Rayner; Captain Frussell; Flight-Lieut. R. Halley, D.F.C., A.F.C.; Flight-Lieut. H. S. P. Walmsley, M.C., D.F.C.; Flight-Lieut. R. S. Topham, M.B., D.P.H.; Flight-Lieut. Dick-Cleland; Flight-Lieut. C. A. Stevens; Flight-Lieut. A. N. Bengie; Rev. Seymour Berry; F.O. R. S. Martin; F.O. F. A. Osborn, M.M.; F.O. J. L. Stuart Gill; F.O. C. G. Jenyns; F.O. S. B. Collett; Lieut. J. A. Cairns; Lieut. W. G. R. Linnell; Lieut. D. Tyler; Lieut. G. J. Holdcroft; Lieut. Buist, R.N.; Lieut. L. C. Pitts; Lieut. R. A. Martin; 2nd Lieut. J. W. Fry; Messrs. J. L. Adams, J. P. Armytage, C. G. Grey, P. R. S. Jones, J. M. Pearson, and Stanley Spooner.

Personals

Married

Flight-Lieut. FRANK LEONARD CHARMBURY BUTCHER, R.A.F., only son of Mr. and Mrs. L. W. Butcher, of Campfield Place, Leith Hill, Surrey, was married on June 11 at St. Mary's Parish Church, Cottingham, East Yorks., to CONSTANCE CORDELIA, only daughter of Rear-Admiral Sir FRANCIS and LADY HAWORTH-BOOTH, of Haworth Hall, Hullbank, Hull.

Flight-Lieut. CLEMENT FLEGG HORSLEY, M.C., R.A.F., 14th Squadron, Ramleh, Palestine, son of the late Mr. Arthur Horsley, of Sculthorpe, Norfolk, and Mrs. Johnson, of Victoria, B.C., was married on June 14, at St. George's Church, Bickley, Kent, to KATHLEEN, daughter of Mr. and Mrs. ARTHUR SIMS, of Bromley, Kent.

Flight-Lieut. GEORGE EDWARD WILSON, only son of the late Edward Wilson and Mrs. Wilson, Woodthorpe, Greenock, was married on June 21, at Finnart U.F. Church, Greenock, to ALINE NORA, only daughter of Mr. and Mrs. ALEXANDER REID PRENTICE, Newark Lodge, Greenock.

To be Married

A marriage has been arranged, and will take place on August 2, at St. Mary's Church, Long Crendon, between Sqdn.-Ldr. G. B. A. BAKER, M.C., R.A.F., second son of Col. W. W. Baker, R.E., retired, and Mrs. Baker, of Ashleigh, Reading, and MARIAN, younger daughter of Mr. and Mrs.

A. M. ANDERSON, of Long Crendon, Thame, late of Formby, Lancs.

The engagement is announced between Flying Officer RICHARD T. F. GRACE, M.B., R.A.F., third son of Lawrance M. Grace, J.P., and Mrs. Grace, of Wellington, New Zealand, and LUCY ANDISON, only daughter of the late D. J. MACKAY, of Inverness, and of Mrs. Mackay, 5, Burgess Hill, Hampstead.

The engagement is announced between Squadron-Leader REGINALD HERBERT KNOWLES, M.D., D.P.H., R.A.F., only son of the late H. W. Knowles, M.D., of St. Helens, and Mrs. Knowles, of 5, Rawlinson Road, Oxford, and GLADYS EYRE, youngest daughter of Mr. and Mrs. H. R. INMAN, of The Grange, West Heath, Hampstead.

The engagement is announced between Flight Lieut. CLAUD ALWARD RIDLEY, D.S.O., M.C., R.A.F., youngest son of Mr. and Mrs. Louis C. Ridley, of Newcastle-on-Tyne, and Royal Crescent, Holland Park, London, and LILLIAS ELIZABETH, eldest daughter of Mr. and Mrs. ROBERT McALPINE, of Felcourt, East Grinstead, and granddaughter of Sir Robert McAlpine, Bart.

The engagement is announced between HORATIO SLEIGH, Flying Officer, 216th Squadron, R.A.F., Egypt, son of the late Thomas Harper Sleigh, Esq., and Mrs. Sleigh, of Bury, Lancs., and DOROTHY OGLE, widow of Dr. J. G. Ogle, of Mount Cottage, Redhill, and daughter of Mrs. William Hunter, Polmood, Cranbrook, Kent.

BRITANNIA TROPHY Presented by Capt. H. Barber

THE Committee of The Royal Aero Club each year decide which British aviator in their opinion has accomplished the most meritorious performance in the air, and his name is inscribed on the Britannia Trophy.

The Award for the year 1923 will be made shortly, and the Royal Aero Club will be glad to receive particulars of performances, both military and civil, which would assist the Committee in arriving at a decision.

Previous Awards

1913.—Capt. C. A. H. Longcroft, R.F.C., for his non-stop flight on November 22, 1913, from Montrose to Farnborough, via Portsmouth. B.E.2, 70 h.p. Renault. 445 miles.

1914.—Squadron Com. J. W. Seddon, R.N., for his seaplane

flight on January 21, 1914, from Isle of Grain to Plymouth, via Calshot. Maurice Farman Seaplane, 70 h.p. Renault.

1915-18.—No awards.

1919.—Sir John Alcock, K.B.E., for his cross-Atlantic flight (St. John's, Newfoundland-Clifden, Co. Galway) 14-15 June, 1919. Vickers-Vimy Biplane, 2 350 h.p. Rolls-Royce Eagle VIII engines. 1,890 miles. 16 hrs. 12 mins.

1920.—Bert Hinkler, for his flight from Croydon to Turin, May 31, 1920. Avro Baby Biplane, 35 h.p. Green engine. 650 miles. 9 hrs. 35 mins.

1921.—No award.

1922.—F. P. Raynham, for his glide at Firle Beacon, Sussex, October 17, 1922. Duration 1 hr. 35 mins. 2 secs.

The Coupe Michelin.

UNFORTUNATELY this year's competition for the French Coupe Michelin was marred by the accident which cost Lieut. Batelier and his mechanic, Marcel Arnaud, their lives. It appears that on June 28 Batelier left le Bourget at 4 a.m. and that when over Perigord he had engine trouble. From what can be gathered the machine stalled and crashed, killing the occupants. Fire broke out which charred the bodies of

the two unfortunate aviators. The cup was won this year by Lieut. Arrachart on a Breguet 18 B.2 with Renault engine, at an average speed of 146.36 km./h. (91.5 m.p.h.). The distance to be flown was 2,835 kiloms. (1,770 miles) and was covered by Arrachart in 19 h. 22 m. 26 s. Last year the cup was won by Capt. Girier, whose average speed was 136.211 km./h. (85 m.p.h.). A stipulation was that last year's speed had to be exceeded by at least 10 km./h.

THE ROYAL AIR FORCE

London Gazette, June 17, 1924

General Duties Branch

The foll. Flying Officers are granted honorary rank of Flight Lt. (May 15):—H. R. B. Howell and F. P. Smythies. Pilot Officer E. C. Roark is promoted to rank of Flying Officer (June 9) (substituted for *Gazette*, June 3, 1923). The foll. Pilot Officers on probation are confirmed in rank (March 18):—G. J. Southam and C. N. A. B. Mumby.

Stores Branch

Flying Officer F. M. Gingold is transferred to Accountant List for accountant duties (May 3), his name will be placed on gradation list immediately following that of Flying Officer L. de L. Leder; Flight Lt. J. S. Browne, A.F.C., is transferred to Stores Branch on probation from General Duties Branch, with effect from and with seny. of May 28 (substituted for *Gazette*, May 27); Squadron Leader E. Rivers-Smith, M.B.E., is transferred to Reserve, Class C (June 17).

Medical Branch

F. F. Anslow (temp. Lt. Dental Surgeon, General List, Army) is granted a temp. commn. as Flying Officer, on attachment to R.A.F. (May 28) (this officer will continue to receive emoluments from Army Funds); Squadron Leader H. B. Porteous, M.B., ceases to be secd. for duty with South African Air Force (June 3).

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch.

Squadron Leaders.—R. H. Peck, O.B.E., to No. 84 Sqdn., Iraq; 19.5.24. A. N. Galbehawk, A.F.C., to No. 14 Sqdn., Palestine; 6.6.24. A. C. Wright, to Base Calshot, on transfer to Home Estab.; 4.6.24.

Medical Branch

Squadron Leader: H. B. Porteous, M.B., to R.A.F. Depot; 3.6.24.
Flight-Lieutenants.—G. H. H. Maxwell, M.B., to No. 208 Sqdn., Egypt; 23.5.24. J. J. Walsh, to No. 47 Sqdn., Egypt; 20.5.24. E. G. Howell, to Stores Depot, Egypt, instead of to Aircraft Depot, Egypt, as previously notified. J. Wren (Dental), to No. 5 Flying Training Sch., Shotwick; 24.6.24.

Flying Officers.—R. T. F. Grace, M.B., to R.A.F. Depot; 16.6.24. T. V. O'Brien, M.B., to No. 4 Flying Training Sch., Egypt; 21.5.24. J. G. Russell, to Station Commandant, Iraq; 17.5.24. S. S. Proctor, M.B., to Research Laboratory and Med. Officers' Sch. of Instruction, Hampstead, on appointment to a Short Service Commn. for short course; 17.6.24.

ROYAL AIR FORCE HALF-YEARLY PROMOTION LIST

The Air Ministry announces the under-mentioned officers are promoted to the ranks stated, with effect from July 1, 1924:—

General Duties Branch.

Group Captain to be Air Commodore.—Arthur Murray Longmore, D.S.O.
Wing Commanders to be Group Captains.—William Gore Sutherland Mitchell, C.B.E., D.S.O., M.C., A.F.C.; Robert Peel Ross, D.S.O., A.F.C.

Squadron Leaders to be Wing Commanders.—John Walter Cordingley, O.B.E.; Hon. Laurence John Evelyn Twisleton-Wykeham-Fiennes; John Charles Quinell, D.F.C.; Christopher Edward Maude; André Adolphe Walser, M.C., D.F.C.; John Percy Claude Sewell, O.B.E.; Sydney William Smith, O.B.E.; Charles Cleaver Miles, M.C.; Thomas Westropp Mulcahy-Morgan, M.C.; Lionel Douglas Dalzell McKean, O.B.E.; Franks Lubbock Robinson, D.S.O., M.C., D.F.C.

Flight Lieutenants to be Squadron Leaders.—William Sowry, D.F.C., A.F.C., with seniority of January 1, 1924, immediately below Squadron Leader Oswyn George William Gifford Lywood, O.B.E.; Charles Edward Hastings Medhurst, O.B.E., M.C.; Harry Stewart; Henry Karslake Thorold, D.S.C., D.F.C., A.F.C.; John Oliver Andrews, D.S.O., M.C.; Alan Lees; Eric Digby Johanson, A.F.C.; Roger Henry Gartside Neville, M.C.; Charles John Wharton Darwin, D.S.O.; Paul Bernard Hunter; Albert Peter Vincent Daly; Francis John Linnell, O.B.E.; Edward James Poynter Burling, D.S.C., D.F.C.; Gilbert Dirk Nelson, D.S.C., A.F.C.; Cecil Arthur Rea, A.F.C.; Claude Hilton Keith; Wyndham Brookes Farrington, D.S.O.

Reserve of Air Force Officers

The foll. are granted commns. on probation in General Duties Branch, in the ranks stated (June 17):—Flying Officer.—F. E. Bridges. Pilot Officer.—G. H. Keat.

The foll. officers are confirmed in rank, with effect from dates indicated:—**Flying Officers.**—C. D. Barnard (Jan. 17); C. E. V. Graham, M.C. (Feb. 2); A. E. H. Roberts (May 15); C. G. Jenyns (May 16); C. E. Jessel (May 18); E. C. H. Clarke, J. W. Richards (May 23); J. F. A. Baker, C. D. Jenner (May 27); C. P. Olley, M.M. (June 4); L. D. G. Morrison, J. S. C. Robinson (June 11). **Pilot Officers.**—H. Preston (May 18); H. B. Hampson (May 23); D. C. Everyn (May 27).

The commns. of the foll. officers on probation are terminated on cessation of duty, with effect from dates indicated:—Flying Officer.—F. W. Webster (May 9). **Pilot Officers.**—W. H. Basker (May 7); J. A. Harveyson (May 4); C. L. Wilson (May 18).

Erratum

The notifications in *Gazettes* of June 3, 1919, and Dec. 22, 1919, of award of Meritorious Service Medal to No. Aus. 105 Ch. Mas. Mech. S. R. Robertson, R.A.F., No. 3,187 Ch. Mas. Mech. P. Smyth, R.A.F., and No. 26,805 Sgt. H. C. Ashwell, R.A.F., are cancelled, the award of this medal to these airmen having been notified in *Gazettes* of Dec. 17, 1917, Jan. 1, 1919, and Oct. 10, 1919, respectively.

Flying Officers to be Flight Lieutenants.—Horace Frederic Bradley; Edward Peverell Meggs Davis, A.F.C., A.M.; George Henry Harrison, D.F.C.; Oliver Eric Carter; Leo James Riordan, A.F.C.; Kenneth Alexander Meek, M.B.E.; James William Young, M.B.E.; Charles Robert Strudwick; Robert Bruce Sutherland, D.F.C.; Sydney Ernest Storror; Cyril Norman Ellen, D.F.C.; James Henry Winch; Charles Allen Elliott; Anthony Cecil Boris Harrison, M.C.; William Jones; Phillippe André de Fontenay, D.F.C.; Edward Joseph Augustine Burke; Charles Edmund Maitland, D.F.C.; John Ross Bell, D.F.C.; Herbert Seton Broughall, M.C.; Harold Ernest Seanson, D.F.C.; Godfrey Cathbar O'Donnell, D.F.C.; James Kingsley Aldrick Jeakes, D.F.C.; William Edward George Mann, D.F.C. John Oliver, A.F.C.; John Jordan Lloyd-Williams, M.C.; Alwyn John Warwick; Andrew Augustus Ward; John Gaylor Horne; John Francis Tufnell Barrett; John Denis Breakley, D.F.C.; Louis Massey Hilton, D.F.C.; Somerled Douglas Macdonald, D.F.C.; Herbert Ivor Trentham Beardsworth; Noel Lloyd Desoer; Thomas Melling Williams, M.C., D.F.C.; George Reginald Ashton; Edmund Francis Waring, D.F.C.; Walter Archer Bouchier Savile; James Ira Thomas Jones, D.S.O., M.C., D.F.C., M.M.; Samuel Arthur Turner, M.B.E.; Victor Emmanuel Groom, D.F.C.; Wallis Halford, D.F.C.; George Barker Holmes; Joseph Blackford.

Stores Branch.

Squadron Leader to be Wing Commander.—Edward James Sayer, M.C.
Flight Lieutenants to be Squadron Leaders.—Thomas Fawdry, M.B.E.; William Charles Clark; Thomas George Skeats; Thomas Bell, M.M.
Flying Officers to be Flight Lieutenants.—Hugh Jones; Archibald Thomas Shaw; Frederick John William Humphreys; Frank James Bickley Powell, M.B.E.; Wilfred Alec Gaspar.

Stores Branch (Accountants).

Squadron Leader to be Wing Commander.—Joseph Rylands.
Flight Lieutenant to be Squadron Leader.—Richard Whyte.
Flying Officers to be Flight Lieutenants.—William Edward Fisher, M.C.; James Haden Burleigh Carson.

Medical Branch.

Squadron Leaders to be Wing Commanders.—William Wood Shorten, F.R.C.S. (E.); Frank Nangle Bury Smartt, M.B., B.A.
Flight Lieutenants to be Squadron Leaders.—Thomas Montgomery, M.D., D.P.H., B.A.; Hugh Leonard Burton, M.B.
Flight Lieutenants to be Honorary Squadron Leaders.—James Craig, M.D.; Henry Campbell Perkins.

Princess Mary's R.A.F. Nursing Service.

Senior Sister (Acting Matron) to be Matron.—Miss Mary Wilson Campbell.
Sister to be Acting Matron.—Miss Winifred Eveline Molesworth.
Staff Nurse to be Acting Sister.—Miss Elizabeth Spensley, A.R.R.C.

IN PARLIAMENT**R.A.F. Commissions from Ranks**

MAJOR HORE-BELISHA on June 26 asked the Under-Secretary of State for Air if he will give particulars of the conditions under which commissions are obtained from the ranks in the Royal Air Force; if it has been decided that commissions shall be given to non-commissioned pilots; whether such commissions will be open to competition among the non-commissioned officer pilots at home and abroad; and if such commissions are permanent?

The Under-Secretary of State for Air: A limited number of boys enlisted as aircraft apprentices who have completed three years' training as such are selected twice a year by the Air Council for cadetships at the Royal Air Force Cadet College, with a view to qualification for permanent commissions in the general duties branch of the Royal Air Force. In addition, non-commissioned officer pilots may be specially recommended for permanent commissions in the general duties branch by air officers commanding at home or abroad, provided that (1) they are qualified and employed as pilots, (2) they are not less than 21 years of age, (3) they are considered likely to make efficient officers in every respect, (4) they have reached a certain educational standard. A third avenue to promotion to commissioned rank is that open to warrant officers of the medical branch, who may be specially recommended for permanent commissions as medical quartermasters under conditions similar to those in force in the Army. I would add, as regards the second of the above three classes of candidates for commissions, that it is the intention of the Air Council to limit the award of commissions to a very small number of outstanding recommended candidates until more experience of the working of the scheme has been gained.

Airship Construction in Germany

MR. GILBERT asked the Under-Secretary of State for Air whether his Department has any details of the airship which has been built in Germany for America; and can he give any details as to its size, passenger-carrying capacity, speed, number of its crew, and its probable cost?

MR. LEACH: The details as to size, etc., of the airship, known as "Z.R.3," which has been built in Germany for the United States of America, are understood, from published statements which have appeared, to be as follows:—Size: Cubic capacity, 2,475,000 cubic ft.; length, 656 ft.; height, 101 ft.; diameter, 90.75 ft.

Passenger-carrying capacity, 25 to 30 passengers.

Speed: Maximum (estimated), 75.8 m.p.h.; cruising (estimated), 67.12 m.p.h.

Number of crew: 24 persons. Probable cost: Information not available.

Civil Aviation and Irish Service

VISCOUNT CURZON asked the Under-Secretary of State for Air what are the reasons which have led to the suspension of the Liverpool-Belfast service; whether it is intended to restart this service; and, if so, when and with what type of machine?

MR. LEACH: The answer to the first part of the question is that the air service referred to has been discontinued because, with the limited special facilities for weather reporting which it was possible to provide for an experimental service, the bad meteorological conditions encountered rendered the service too unreliable to be economic. As regards the second and third parts of the question, the promoters hope to open a daily Glasgow-Belfast service with the same machines at an early date. An aerodrome with weather-reporting facilities exists near Glasgow, at Renfrew, and reconnaissance has shown that the weather conditions of the proposed new route are much better than those on the former one.

The Aerial Pageant

VISCOUNT CURZON asked the Under-Secretary of State for Air what is the maximum speed and date of design and construction of the aeroplanes belonging to the Royal Air Force which will be seen at the air pageant at Hendon; and what is the speed and date of construction and design of the aeroplanes belonging to the French air squadron which is to be present on the same occasion?

MR. LEACH: It is undesirable to enter upon comparisons between the relative performances, designs and other similar particulars of British and foreign service aircraft.

SIR H. BRITAIN asked the Under-Secretary of State for Air whether at the aerial pageant on Saturday opportunity will be afforded to test the respective merits of British and French planes in any form of international competition?

MR. LEACH: No, sir; in extending the invitation to our French visitors to take part in the pageant there was never any intention of engaging them in any form of international competition.

AIR POST STAMPS

By DOUGLAS B. ARMSTRONG.

Alaskan Air Mail

AMERICAN newspapers publish a thrilling account of the adventures of an air mail pilot, Carl B. Eilson, in making the first trip over an experimental route between Fairbanks and McGrath, Alaska. Having successfully completed the outward flight in three hours over a distance formerly traversed by dog teams in 16 to 18 days, Eilson started at once on the return trip, rather than risk a cold motor. He expected to land back at Fairbanks by 5 p.m., but lost his course about half-way, and after wandering for over an hour, tried to descend near the Chatanika River, but found that the ground was too broken for landing. Following the course of the river, he finally reached the home field several hours late, guided by flares in front of the hangar. He carried a mail of letters, including one addressed to the Second Asst. Postmaster-General, which thus reached Washington 16 days ahead of schedule. There will be keen competition amongst American air post collectors to secure covers of the first Alaskan air mail.

World-Flight Aero Cards

It seems that the Santa Monica air post cards recently described in this column were not the first batch of mail to be sent by the U.S. Army squadron. The distinction of having entrusted the first bag of mail to the squadron leader, who was duly sworn in as a postal official, belongs to San Diego, the letters bearing the postmark of that city.

New "R.34" Cover

As is generally known, the dirigible "R.34" carried on its return voyage from America, in addition to the small official mail, a number of copies of a leading New York newspaper. The fact that these were enclosed in special souvenir envelopes is not, however, such common knowledge. I have recently been shown one of these covers, addressed to a well-known journalist knight, whose autograph it also bears. In the lower left-hand corner of the envelope appears the following inscription:—

This envelope contains copy
of the New York Times sent
from America to England by
the "R.34"

Editor,
New York Times.

Left New York—July, 1919.

The envelope is impressed with the London E.C. postmark of July 14, 1919, the day after the "R.34's" arrival, and having been redirected is franked with English 2d. and 2½d. stamps. It is an interesting and uncommon piece.

Another Swiss Flying Day.

THE latest addition to the lengthening list of semi-official Swiss air post stamps hails from Laufen, where it was issued on May 4 for a special mail flight made on that day from Laufen to Zurich in connection with the inauguration of a military memorial. Of the nominal value 30 centimes, printed in green and white, it shows a biplane traversing a mountainous landscape, with figures of value on the left, and the date 4.V.1924 on the right. Printed in black across the face of the stamp is the inscription:—

FLUGPOST LAUFEN-ZÜRICH ZU
GUNSTEN DES SOLDATENDENKMAL
BAT. 23 UND LAUFENTAL.

These stamps were affixed to air post letters in addition to the normal postage prepaid by ordinary postage stamps of Switzerland, and were cancelled with a special cachet in the form of a concentric circle lettered "FLUGPOST LAUFEN-ZÜRICH" with the date 4.V.24 in the centre.

Air Post in Tonkin.

AN oblong cachet with rounded corners containing the words "PAR AVION—SONLA-HANOI" was struck in pale blue upon a small mail of about sixty letters conveyed by air on an experimental flight between these two Tonkin towns early in January last. Flown covers also bear the regulation postmarks of Sonla (Jan. 2) and Hanoi (Jan. 3) together with the circular cachet of the French Residency at Sonla.

Hungarian Air Post Cachet

LETTERS for transmission by air from Budapest to Vienna over the newly opened route are centralised at No. 72 Post Office, Budapest, where they are struck with a new rectangular cachet in black. This cachet has a heavy outline and in the centre an aeroplane device with the words "LEGI POSTA" above and "BUDAPEST-WIEN" beneath.

U.S.A.

WHEN the United States trans-continental daily air service comes into regular operation on July 1, 1924, the special 8c., 16c. and 24c. air mail stamps prepared nearly twelve months ago for use in this service will finally come into use.

SIDE-WIND

OWING to continued expansion of business, Allen-Liversidge, Ltd., the well-known manufacturers of dissolved acetylene and acetylene welders' equipment, have found it necessary to move into larger and more convenient offices. The address of their head offices will in future be Victoria Station House, Westminster, S.W. 1. The lighting, heating and power installation department remains as before at 123, Victoria Street, Westminster, S.W. 1, where the Company's showrooms will also be situated. This firm has also published an extremely useful and comprehensive handbook for oxy-acetylene welders, written by Leonard M. Fox, M.I.M.E., M.I.Mar.E. Copies of this book, price 1s. 6d., may be obtained from the head offices of the firm, as above.

✻ ✻ ✻ ✻

New Flying Club

A NEW flying club, under the name of the London Flying Society, is at present being formed by Mr. Cecil Pashley and Mr. Clarence Winchester. The club will have headquarters at Hendon Aerodrome, and an 80 h.p. Avro is already available for use by members. The entrance fee for pilot members is three guineas, with an annual subscription of two guineas. The entrance fee for non-pilot members is one guinea, as is also the annual subscription. Machines can be hired by pilot members at a flat rate of 1s. per minute, with a reduction for periods exceeding one hour. This figure includes insurance against damage to machines and also third party risk, as well as the cost of petrol, oil and mechanical service, so that pilots wishing to "keep their hands in" will be able to do so at very small cost. For particulars application should be made to Mr. Clarence Winchester, 12, Woodside, Hampstead Garden Suburb, London, N.W.

"Barton Fair and Mops"

WE wish to draw our readers' attention to an announcement appearing in our advertisement columns in reference to the Barton Fair and Mops. This famous Fair of Gloucester takes place from September 27 to October 14 next, and the Corporation of the City of Gloucester are inviting tenders for the flying section of this fair—showing that they mean to be up to date. We hope there will be a response to this opportunity, small though it may be, of keeping aviation to the fore.

R.A.F. Pilot Drowned at Felixstowe

FLYING OFFICER E. E. SMITH, of Felixstowe Air Station, was drowned at Felixstowe on June 25 last, as a result of a forced landing in the sea. He was flying a Supermarine "Sea Lion" over the harbour, when the machine was seen to descend rapidly and eventually crash into the water, bursting into flames. The pilot jumped into the water, but was drowned before motor launches could rescue him.

New London-Continental Air Services.

IMPERIAL AIRWAYS have opened another link in the London-Continental air services, whereby travellers will be able to fly from London to Zurich in one day. A machine leaves Croydon at 10.15 a.m., arriving at Paris (Le Bourget) at 12.45 p.m., where a stop of 1½ hours is made for lunch. The next stop is at Basle, and after a short halt for tea the journey is continued to Zurich, which is reached by 6.45 p.m. Later on it is hoped to extend the service to Rome.

FLIGHT

The Aircraft Engineer and Airships

36, GREAT QUEEN STREET, KINGSWAY, W.C. 2.

Telegraphic address: Truditur, Westcent, London.

Telephone: Gerrard 1828.

SUBSCRIPTION RATES

"FLIGHT" will be forwarded, post free, at the following rates:—

UNITED KINGDOM			ABROAD*		
	s.	d.		s.	d.
3 Months, Post Free ..	7	7	3 Months, Post Free ..	8	3
6 " " " ..	15	2	6 " " " ..	16	6
12 " " " ..	30	4	12 " " " ..	33	0

These rates are subject to any alteration found necessary under abnormal conditions and to increases in postage rates.

* Foreign subscriptions must be remitted in British currency.

Cheques and Post Office Orders should be made payable to the Proprietors of "FLIGHT," 36, Great Queen Street, Kingsway, W.C. 2, and crossed London County and Westminster Bank, otherwise no responsibility will be accepted.

Should any difficulty be experienced in procuring "FLIGHT" from local newsvendors, intending readers can obtain each issue direct from the Publishing Office, by forwarding remittance as above.